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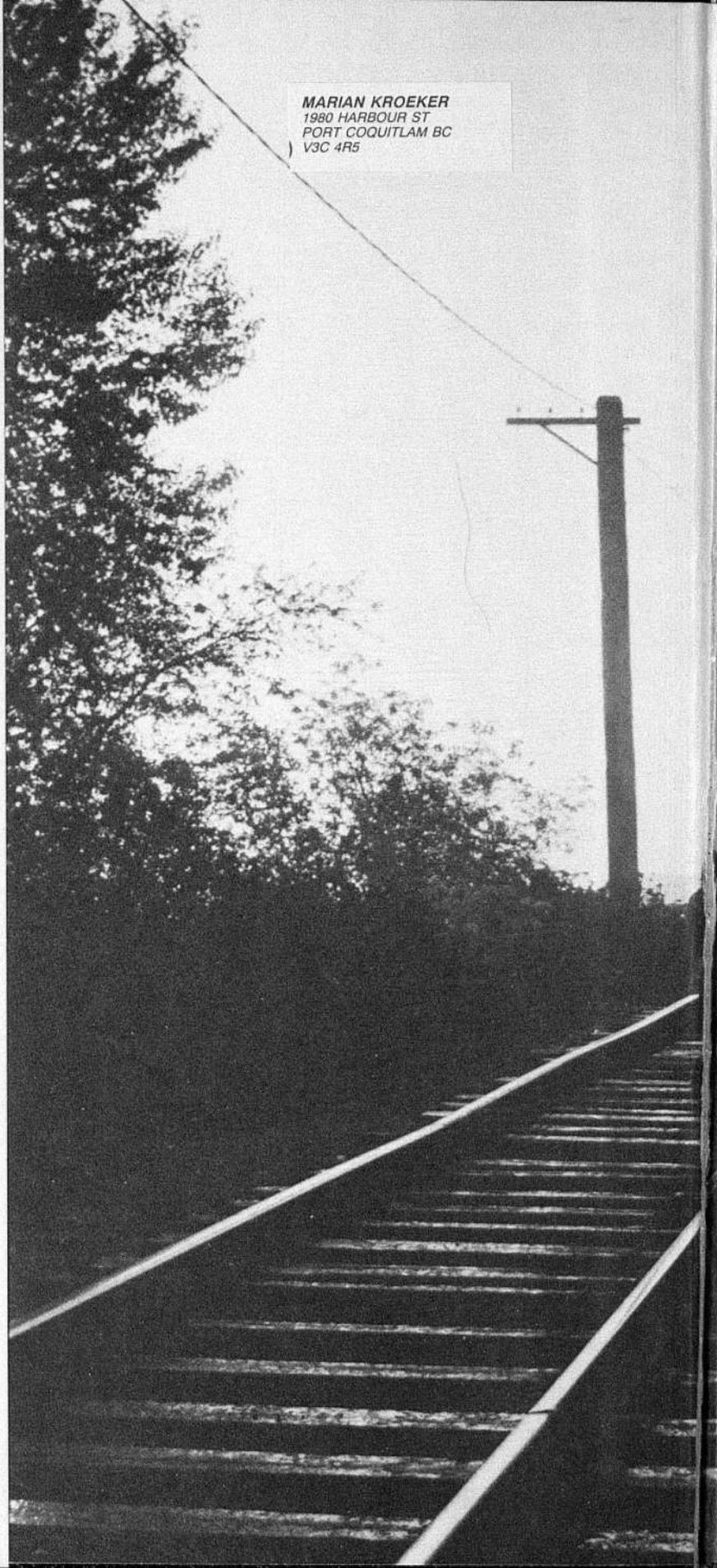


PORT COQUITLAM

*City Of
Rivers And Mountains*

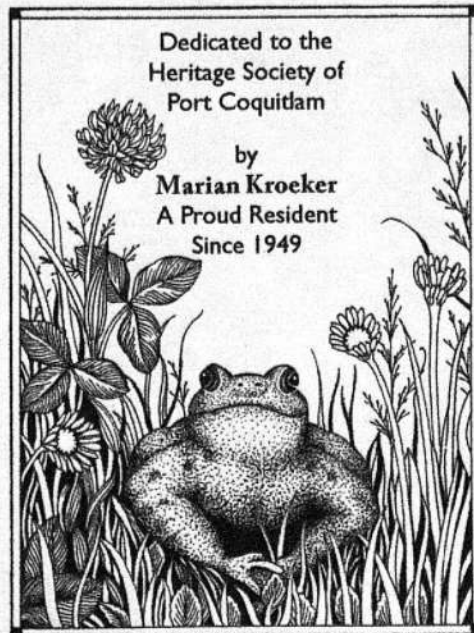
Celebrating 75 Years

MARIAN KROEKER
1980 HARBOUR ST
PORT COQUITLAM BC
V3C 4R5



Cover photograph by Arthur Edwardson.
"Looking Northeast from Mary Hill, Port
Coquitlam."

2014/19-3



Pitt River C.P.R. bridge, Port Coquitlam, B.C., October, 1978. Photography by Elaine Cramer.

PORT COQUITLAM

*City Of
Rivers And Mountains*



Celebrating 75 Years



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Henry + Marian Krueger Oct 6 - 1988

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Published by:
The Corporation of
The City of Port Coquitlam,
2272 McAllister Avenue,
Port Coquitlam, B.C.
Canada
V3C 2A8

First Printing, 1988

Friesen Printers
a Division of D. W. Friesen & Sons Ltd.

Cover:
75th Diamond Jubilee Logo
designed by Darren Janzen of Terry Fox Secondary School in 1987.
Researched:
D. Caron, B. McWilliam, D. Ryon, D. Rogers.

Inside Covers:
Photography by Elaine Cramer
Pitt River railway bridge, early morning.

ISBN: 0-88925-823-6

FOREWORD



Mayor Len Traboulay, City of Port Coquitlam, 1988. Courtesy City of Port Coquitlam.

The first of several projects approved by the Diamond Jubilee Committee to celebrate Port Coquitlam's 75th Anniversary was the publication of this book.

Assisted by grants from the Federal Government, the City Council gave the go ahead. Three energetic workers, Dhorea, Debbie, Beth and coordinator Alderman G. Laking interviewed long-time citizens, researched old newspapers, City Council Minutes and the archives, usually working long hours out of their cramped quarters at City Hall to produce this book.

The book reflects our desire to share the story of Port Coquitlam with as many people as possible in the hope that they may gain an appreciation of what our first settlers went through and where we are today as a community.

The fascinating story of the evolution of Westminster Junction, as it once was, to the dynamic city Port Coquitlam is today, is documented in the book. It commemorates and pays tribute to our founding pioneers and their families.

I want to thank all who contributed to this book. I hope it will give all of us a better understanding of our historical and cultural heritage.

Mayor L.M. Traboulay



AUTHORS' FOREWORD

Today, Port Coquitlam is a modern, thriving city. In this, the 75th anniversary of the city's incorporation, we look back to Port Coquitlam's beginnings and forward to its future.

We would like to thank all those who helped with this book, including Alderman George Laking, our liaison with the Diamond Jubilee Committee, and Bryan Kirk, City Administrator, who supervised our project. Local photographers Elaine Cramer, Arthur Edwardson, B.J. Van Eldik and Brian Slater generously supplied the images for the colour section and many, many others allowed us to use their historical photographs.

This is not the first *History of Port Coquitlam*. That was written as a labour of love in 1973 by the late Edith Chambers and we would like to especially acknowledge her contribution to Port Coquitlam's heritage.

In writing our *PORT COQUITLAM — CITY OF RIVERS AND MOUNTAINS*, we've been able to speak with many local and former residents, some whose families settled in Port Coquitlam as early as the 1880's. We greatly appreciate the wealth of information, memories and photographs these people have afforded the project. In view of the scope of the undertaking, we unfortunately, were unable to meet everyone, but we do hope this book will make details of the history of Port Coquitlam available to all and provide many hours of pleasurable reading. Our many thanks for the wonderful support we enjoyed throughout the project.

Debbie Caron
Beth McWilliam
Dhorea Ryon
Diane Rogers



Mayor Bruce Scott presenting Edith Chambers with her City Medallion for her work in recording Port Coquitlam's history.

PORT COQUITLAM — CITY OF RIVERS AND MOUNTAINS

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ATTENTION TO THE WORLD

The first of these is the fact that the world is a very large place. It is not a small, isolated island, but a vast, interconnected network of people and places. This means that what happens in one part of the world can have a significant impact on the rest of the world. For example, a natural disaster in one country can lead to a global humanitarian crisis, or a political event in one country can lead to a global economic crisis.

The second of these is the fact that the world is a very diverse place. It is made up of many different cultures, languages, and peoples. This means that we need to be able to understand and communicate with people from different backgrounds. This is not always easy, but it is essential if we are to live in a peaceful and harmonious world.

The third of these is the fact that the world is a very complex place. There are many different forces at work in the world, and these forces are often in conflict with each other. This means that we need to be able to understand these forces and their interactions. This is not always easy, but it is essential if we are to make sense of the world and to take effective action to improve it.



INTRODUCING PORT COQUITLAM

The City of Port Coquitlam, was incorporated in 1913. Before 1913, this area was part of the larger Districts of Coquitlam and Maple Ridge.

Port Coquitlam is bounded on the south by the Fraser River, on the east by the Pitt River, on the north by the Coast Mountains, including Burke and Coquitlam Mountains, and on the west by the Coquitlam River.

The city's geographical location was one of the main factors leading to its incorporation. Its access to the Pitt and Fraser Rivers, its proximity to Vancouver and the availability of level land for workshops and yards all attracted the Canadian Pacific Railway Company which in 1911 moved its freight operations there from Vancouver.

In 1911, 'Panama Fever' had hit the West Coast. Promoters and speculators quickly saw potential for this site on the Fraser River. Port Coquitlam never became the great port its boosters dreamed of, but today, the city's proximity to Vancouver, its access to rail and other transportation and its beautiful natural setting attracts both industry and residents.

The area's written history goes back to about 1853, when the McLean family became the first Europeans to settle here, but the native peoples have occupied this district for at least 4,000 years.

The first Europeans to see the area would have been in Simon Fraser's party which travelled the Fraser in 1808. In June and July, Simon Fraser, his two clerks, Stuart and Quesnel, two Indian guides and 19 French-Canadian voyageurs travelled down the river to the Gulf of Georgia. Fraser's journal, which survives only in a transcript, mentions neither the Coquitlam nor Pitt Rivers specifically.

The Fraser River name was first used on an 1813 map of Western Canada prepared by David Thompson. "The River Mr. Fraser followed down to the Sea, I have named after him...." Thompson's sketch of the river, which also showed the then unnamed Pitt and Coquitlam Rivers, was based on the official log kept by Fraser's clerk, Stuart, which has been lost. Simon Fraser, himself, did not name any of the features of the Lower Fraser area.

Pitt's River² was probably named after William Pitt, the British Prime Minister,³ likely by James McMillan of the Hudson's Bay Company in 1824, on his search for a suitable site for a fur trade fort. In 1827, when Fort Langley was established, his journal first mentions "Pitt's River," as if it was already a familiar name to him. The river is also sometimes referred to as the

'Quoitle' in the Hudson's Bay journals, possibly from a Kwantlen name or association.

Pitt Lake, the world's only tidal freshwater lake, is first named on a map drawn from the Royal Engineers' surveys and published in 1861. In 1859, Governor Douglas in a letter to Judge Begbie, refers to Pitt Lake as Bedford Lake, but this name does not appear again.⁴

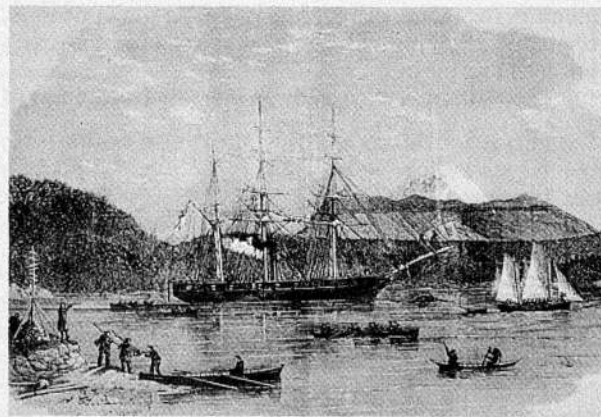
The farming area near the Pitt River was originally known as the Pitt Meadows and was incorporated into Maple Ridge district. Coquitlam was incorporated in 1891 and, in 1893, the Pitt Meadows area west of the Pitt became part of the District of Coquitlam.

In 1860, Governor Douglas visited the McLean family on a trip to Pitt Lake. In describing this area just west of the river, he said:

"The banks of the Pitt River are exceedingly beautiful; extensive meadows sweep gracefully from the very edge of the river towards the distant line of forest and mountain. The rich alluvial soil produces a thick growth of grass, interspersed with the Michaelmas daisy, the wild rose, and scattered groups of willows..."⁵

The river name 'Coquitlam,' from the Kwikwitlem word, probably meaning 'little red salmon', was familiarly used in the 1850's and 1860's, for example, in the original preemption land descriptions of Ned Atkins and Thomas Morris, 1860 and 1862 respectively.

Port Coquitlam's most prominent physical feature is Mary Hill on the Fraser River, about 400 feet high. It is believed to have been named for Mary Moody, wife of



The "Plumper," a Royal Navy survey ship, commanded by Captain Richards, 1860. Courtesy Genstar Corporation.

Colonel R.C. Moody, Royal Engineer, possibly by Captain Jack Grant. The name first appears on the 1859 Admiralty survey charts of Captain Richards, in charge of the Royal Navy's survey vessel, the *Plumper*.

Mary Hill may have been Colonel Moody's first choice for British Columbia's capital, but according to a later report, Captain Grant, of the Royal Engineers, persuaded Moody that New Westminster was the better site.⁶

Instead, as Richard Mayne of the *Plumper* reported, Colonel Moody proposed Mary Hill as the site for "the citadel which shall defend New Westminster."⁷

Although Mary Hill was the official name on the survey charts, it was also known as "St. Mary's Hill" in the 1860's.⁸



The city has encouraged diverse housing styles while preserving the past. Courtesy Jim Scott.

In the boom years of the 1910's, in fact, Mary Hill was known as St. Mary's Heights. Today, a Mary Hill development is called "Citadel Heights."

In the 1980's, Port Coquitlam's natural setting attracts both residents and industry. The city has retained its own character in spite of its recent rapid growth. Port Coquitlam's rural warmth and charm, reflected in its independent main street, Shaughnessy, in its parks and recreation areas and in its heritage buildings, make this one of the Lower Mainland's best communities for family or retirement life. At the same time, economic planning ensures a vital role for the city's business and industry.

The 1980's was marked by an increased awareness of

the rich heritage of the city. In an effort to research and document information for future referral, the city hired Eric W. Paterson to compile the "Heritage Resource Inventory."

This architectural study of both the commercial buildings and homes in Port Coquitlam is on file at City Hall. Documentation was available on the age and past ownership of some of the structures, but oftentimes, this was determined by architectural style and design.



Shaughnessy Street Housing Co-operative, built 1982. Courtesy City of Port Coquitlam.

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6. R.E. Gosnell. *The Year Book of British Columbia and Manual of Provincial Information*. Victoria, 1897.
7. Quoted in the "Blue Book," 1860, Part IV, p. 2 in Richard C. Mayne's *Four Years in British Columbia and Vancouver Island*. Republished by S.R. Publishers Ltd., 1969. p. 87.
8. See Edmond A. Atkins' Preemption Claim, 1860, P/R 147.

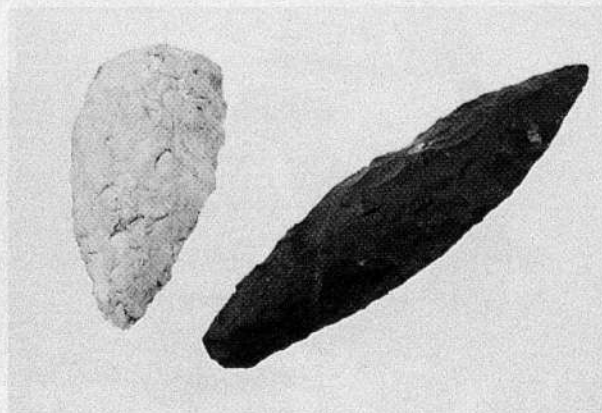
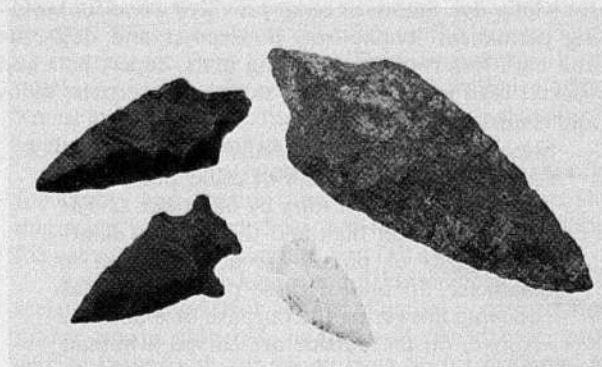
PORT COQUITLAM'S ORIGINAL INHABITANTS

THE 'KWIKWITLEM'

In 1808, Simon Fraser and his men travelled down the river we now call the Fraser, past the mouths of the Pitt and Coquitlam Rivers and the area today named Port Coquitlam. These explorers were the first Europeans to see the Fraser, but for thousands of years this river and its tributaries, the Pitt and Coquitlam Rivers, had been major transportation and trading routes for the Salish people. Although there are few historical records relating to the native peoples of this area, archeological excavations and research have added to our understanding of the pre-history of Port Coquitlam.

Indians living along the Fraser River and Burrard Inlet are part of the Coast Salish peoples. In their language 'Halkomelen,' the Fraser is called the 'Stalo' (Staw-low) and the people of the Fraser often refer to themselves as the Stalo people. In 1835, there were some 12,000 Coast Salish Indians, about 2,100 living along the Fraser.

The area on the Fraser between the mouths of the Pitt and Coquitlam Rivers was probably used by all the lower Fraser River groups. These included the Kwantlen, who originally lived near New Westminster, then later at Fort Langley, the Katzie, living in the Pitt Lake-Haney area and the Kwikwitlem today spelled Coquitlam living in the Port Coquitlam-Coquitlam River area. Some, like Simon Pierre of the Katzie, have said that the Kwikwitlem were in some way subservient to the more power-



Various projectile points found at Mary Hill. Courtesy Royal British Columbia Museum.



Stone axes, Mary Hill site. Courtesy Royal British Columbia Museum.

ful Kwantlen, who received supplies or labour as tribute. After an epidemic or famine, the Kwantlen may have aided the Kwikwitlem who became then associated as subsidiary groups.¹

The Kwikwitlem territory certainly covered the area drained by the Coquitlam River, however, it likely also included sites along the Pitt River. The Kwikwitlem people may also have travelled to Burrard Inlet during certain times of the year. Prehistoric sites have now been recorded at Coquitlam Lake, around the head of Burrard Inlet, further east at Pitt Lake, at the junction of the Alouette and Fraser Rivers and at Port Hammond.

Everyday life for families in these groups was based

on the land's natural resources. Smaller family groups moved from permanent winter sites to regular seasonal sites or camps in the spring, summer and fall. Fish, including salmon and eulachon, were dried and stored for winter. These, particularly the eulachon, were also traded up the Fraser River to the peoples of the interior for raw materials such as jade and chert and probably for basketry and leather goods as well. Sturgeon and some shellfish were also plentiful. Hunting was less important, but bear, deer and elk were eaten and plantlife, including berries and wapato (Indian potatoes), were gathered. Most of these could be stored for winter use. Stands of cedar provided wood for building permanent longhouses, houseposts and dug-outs and bark and roots for weaving mats, capes, hats and baskets used to gather and to store berries, roots, bulbs and clams.

Simon Fraser described a Salish longhouse in 1808...

"Their houses are built of cedar planks and in shape...640 feet long by 60 broad.... The front is 18 feet high and the cover is slanting...posts or pillars are nearly 3 feet in diameter. In one of these posts is an oval opening answering the purpose of a door.... Above, on the outside are carved a human figure as large as life with other figures in imitation of beasts and birds.²

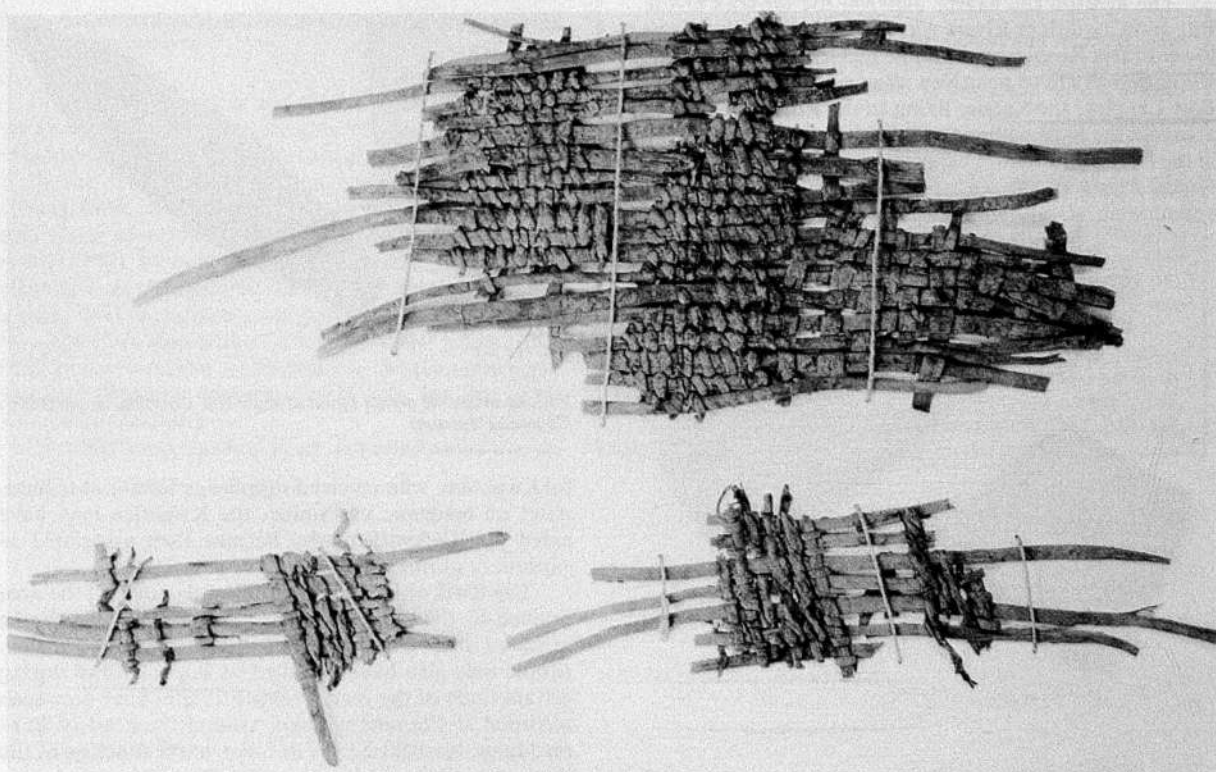
These longhouses, multi-family dwellings, were for permanent winter use. The Kwantlen's winter site in the

early 1800's (before Fort Langley was built) was first near New Westminster, the Katzie's on lower Pitt Lake and the Kwikwitlem's probably on the upper Coquitlam River.

Winter for the Kwikwitlem would have been a time for sedentary occupations. At family areas in the longhouses, men clustered around the fires would repair fishing equipment and nets and, off to the side, women would weave blankets on standing looms.

But, above all, winter was the time when all the community was together for ceremony and dancing. Although the Salish did not use the very theatrical props of their northern neighbours, their ceremonies and winter dances may have been all the more powerful, for their individuality. Everyone in the community acquired a guardian power. Sometimes it came to a person unawares, sometimes after fasting or solitude. In 1936, Simon Pierre, a Katzie, described Kwikwitlem dances he had been told of:

"Before any Europeans visited the Pacific Coast, a certain man at Coquitlam acquired the mink spirit. One winter evening, he began to sing and dance, and as he danced his power grew stronger inside him...he sped out of the doorway, still chanting, and disappeared in the darkness. 'Let him go,' the people said to one another, 'his guardian spirit will bring him back.' After a time they heard him coming, and took their places, ready to beat their



Basketry piece, found at the Mary Hill site, Port Coquitlam. Courtesy Royal British Columbian Museum.

sticks and drums. When he leaped through the doorway, he was flapping in each hand a live steelhead salmon.

His exploit excited another man whose guardian spirit was the kingfisher.... He, too, danced around the room and sped through the door, and he too, returned, after an interval, with two live salmon, which he laid beside the other man's at the close of his dance."³

By the 1830's, some members of Coast Salish groups were entitled (by intermarriage) to perform the masked 'sxwayxway' dances, usually only at public events like marriages, name ceremonies, birth celebrations or funerals.

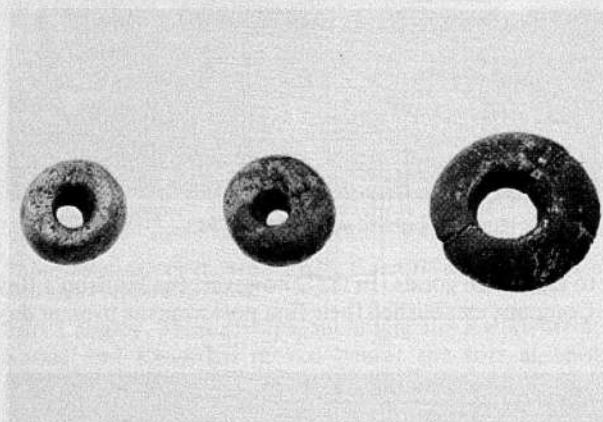
In the spring, summer and fall, at temporary, seasonal sites, the Kwikwitlem may have used woven cedar mat or plank shelters, possibly with permanently fixed frame-works. One of these sites, at Baker Creek, near

the mouth of the Pitt River, was excavated by archeologist Valerie Patenaude from 1978 to 1981. This area, by the Mary Hill by-pass, was regularly occupied by native groups for over 4,000 years. The site was once a series of small islands and slough channels now built up by mounds of shell deposits or 'middens' and other remains.

The journals of the Hudson's Bay Company at Fort Langley describe the numbers of Indian people travelling up the river to the fort. These included not only local people, but groups from Vancouver Island, the Nanaimo, Songish, Chemainus and Sacenich, the Squamish, as well as Sechelt, Klallam and Nooksack peoples. These people came to fish on the Upper Fraser or to trade at Fort Langley. Even in historic times, relations were not always peaceful. Simon Pierre of the Katzie mentions, for instance, a Coquitlam girl captured by the Comox Indians in a raid.⁴

The creek site offered quiet and hidden anchorage for canoes and nearby runs of salmon, eulachon and migrating water fowl. Seasonal flooding likely limited the use of the site to summer and fall.

Archeological evidence - quickly made cutting and scraping tools and thick beds of charcoal - indicates that native groups gathered, hunted and fished here, processing these foods for winter storage, for example, by drying salmon on rocks set over open fires.



Fishing Weights, Mary Hill site. Courtesy Royal British Columbia Museum.



Labrets, (lip ornaments), Mary Hill site. Courtesy Royal British Columbia Museum.



Port Coquitlam school children at the Mary Hill archeological dig. Courtesy School District #43.

Preserved post holes were also uncovered, (one including portions of a burned post dated to 1770 B.C.), believed to be the remains of temporary cedar or rush mat dwellings.

Although most of the excavators were archeologists or archeology students, in 1980, local school children excavated one area as part of a special project. The students, in learning about the importance of careful record keeping and digging, uncovered some 32 features, many artifacts and stone remains, including post holes and rock dump areas. In all, 220 post holes and pits were found in this particular section of the site, which may have been used for fish drying racks.

Among the most exciting finds in 1980 were water logged remains, including three carved wooden handles and pieces of matting and split cedar sticks, perhaps used in drying salmon. These types of perishable artifacts are seldom seen as they decay rapidly unless kept from the air.

Other finds included chert and slate projectile points, quartz beads and labrets (facial ornaments fitted into the lips). Some of these artifacts are made of materials traded from the south or the interior, for example, obsidian and chert. The presence of beads and labrets may indicate wealth or rank distinctions among the people who used the site.

As Simon Fraser's men passed in 1808, they noticed that native groups along the Fraser had already traded with interior or southern groups for European goods. As a representative of the North West Company, Fraser thought this area unprofitable for fur trading, both because fur bearing animals were not plentiful and because groups like the Kwikwitlem already had access

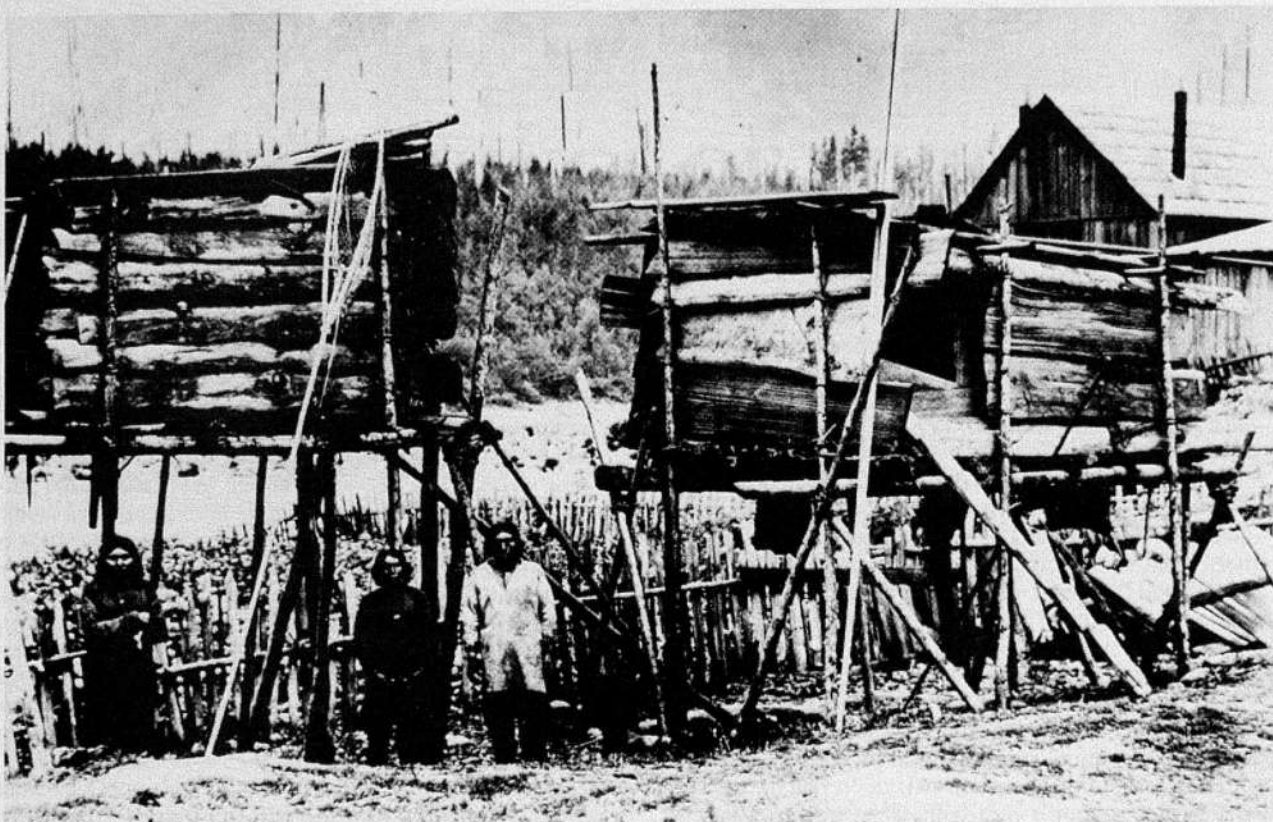


Students digging. Courtesy School District #43.

to European goods. In 1827, however, the Hudson's Bay Company established their first post near the present day



At the Mary Hill site, classes were shown how points and other tools might have been made, several thousand years ago. Courtesy School District #43.



These Indian salmon caches along the Fraser River are an example of fishing activity also common to Coquitlam River banks years ago. Courtesy Provincial Archives

Fort Langley. Most groups, including the Kwikwitlem, Katzie and Kwantlen moved nearer the fort at least seasonally. The Kwantlen, already the most powerful local group, reestablished themselves permanently close to the fort, but the Kwikwitlem and Katzie moved closer to the Fraser River. Fort Langley soon became a major supply depot for the interior forts. Native peoples gathered and traded fish, cranberries and other foods to the Hudson's Bay Company. At the fort, these were cleaned, prepared and packed for export. Among the goods traded were guns, axes, knives, iron pots and manufactured cloth and blankets. Initially, these tools enhanced Indian life, but eventually some, for example, European blankets, led to a decline in certain skills like weaving.

Long before Europeans themselves came to this area, new European diseases travelled to the coast. Smallpox is thought to have reached the coast before Europeans, although epidemics like that of 1862, continued in historic times.

"If you dig to-day on the site of any of the old villages you will uncover countless bones, the remains of the Indians perished during this epidemic of smallpox. Not many years later Europeans appeared on the Fraser, and their coming ushered in a new era."⁵

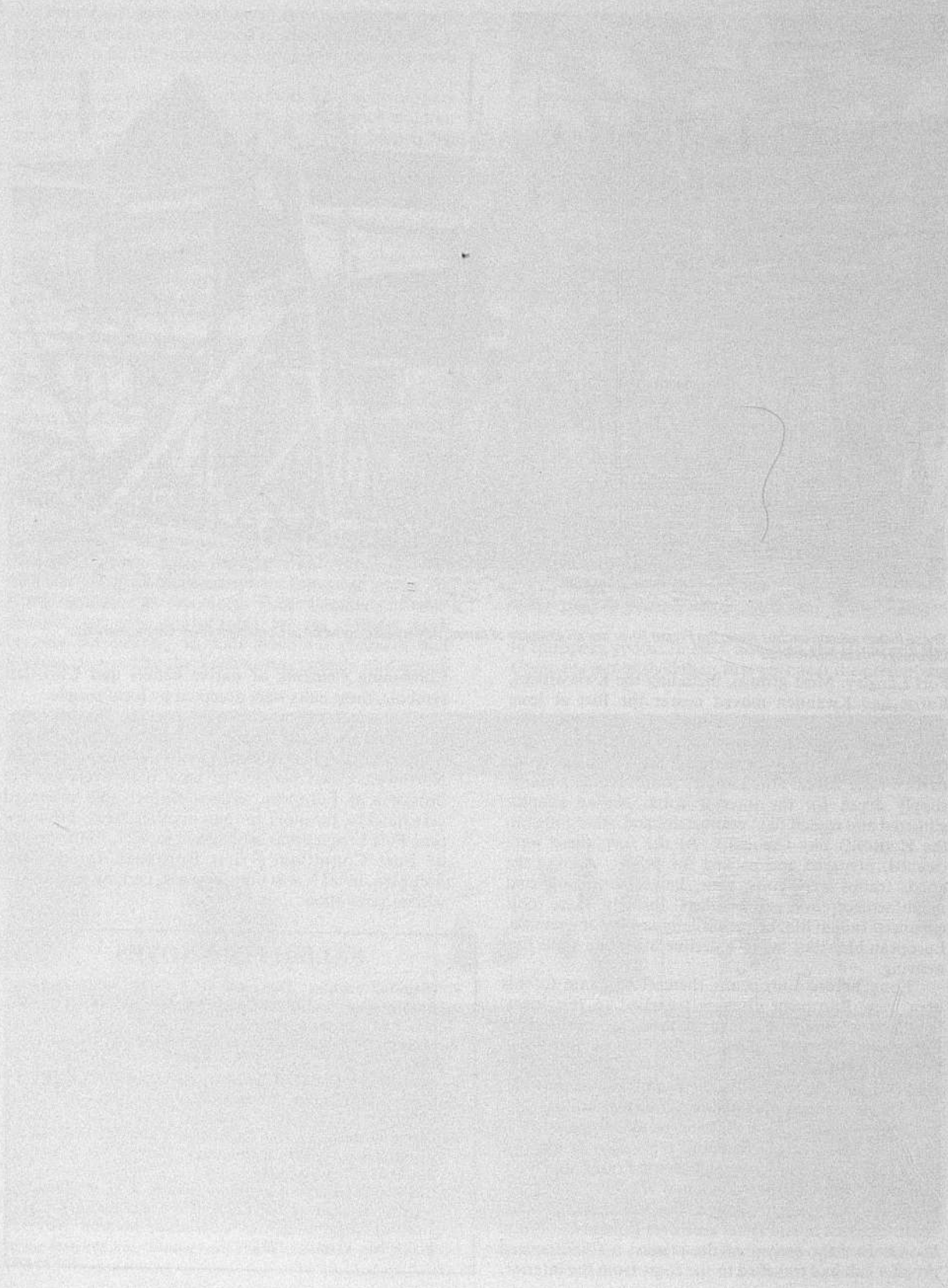
Christianity also followed the fur traders to the coast. The first missionaries here were Roman Catholics. Even before the arrival of the priests, a Christianized prophet cult had travelled to the coast from the interior.

Combining elements of native beliefs and Christian symbols, these cults were accepted by local people.

The most serious changes for the Kwikwitlem, Katzie and Kwantlen people, however, came with European settlement in this area. These were among the first Northwest Coast peoples to have their everyday life disrupted by European settlers. In fact, this happened very quickly, far more so than in other areas. From the time Fort Langley was established in 1827, to the arrival of Port Coquitlam's first European family, the McLeans, in 1853, was only 26 years, perhaps one Kwikwitlem generation.

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THE BEGINNINGS OF EUROPEAN SETTLEMENT

(1853 – 1879)

In 1853, Alexander McLean and his family packed their tools and cattle aboard their schooner, the *Rob Roy*, and headed up the Fraser from Ladner's Landing where they had been flooded out. At the mouth of the Pitt, Alexander hired an Indian to row him upriver in a canoe. Liking the land he saw along the Pitt, he decided to settle there with his family – his wife and their two sons, Alexander, Jr. and Donald, then 7 and 3 years old. The Indians living in the area initially refused to let them ashore with their possessions and their stock. Alexander persuaded them, offering provisions and blankets as payment. They were allowed to land, began clearing and fencing and built a log home. Their 50 milk cows were apparently the first to be taken up the Fraser.

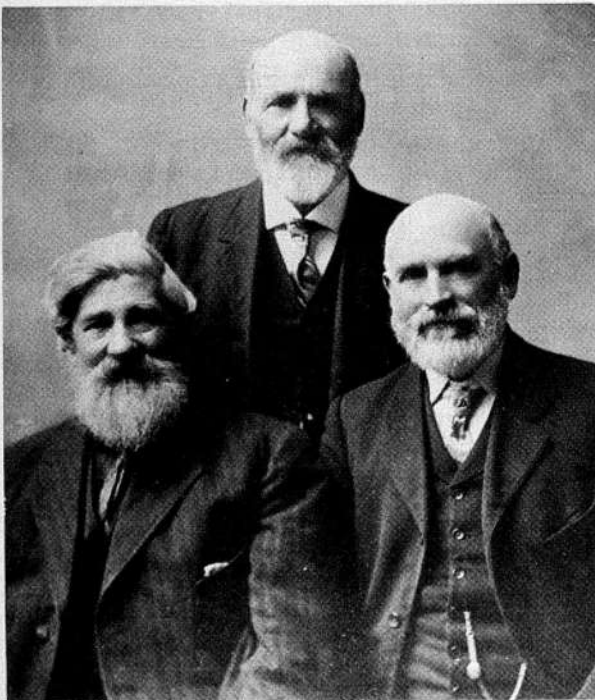
Seven years later, the Atkins family from Ireland came to Coquitlam. They took 160 acres east of Mary Hill near the foot of Pitt River Road. Atkins and his son, Edmund (Ned), and twin brothers, Romulus Robert and Remus Henry, came up the Fraser River in their small boat, *The Shannon Cop*. Landing at Marshall Island,

they built a house within the first week and began clearing. The McLeans were their only neighbours.

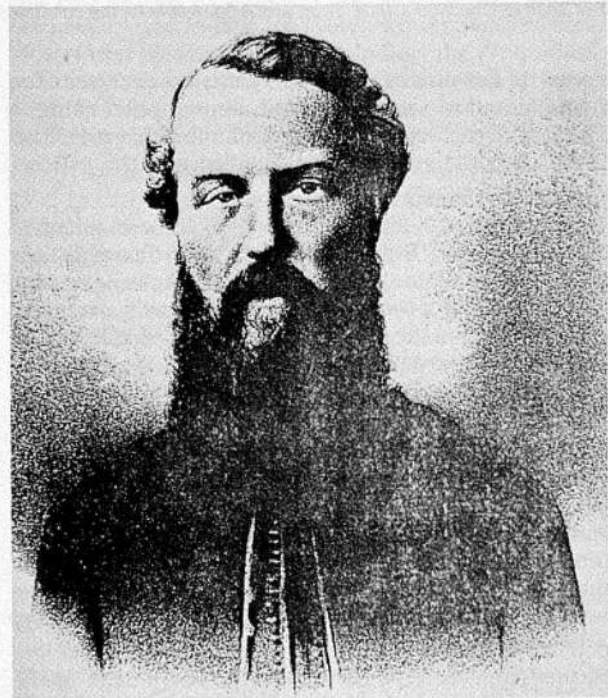
In about 1864, 'Colonel' T.J. Scott of New Westminster, took up a farm in the same area. At that time, only the McLeans, Atkins and George Black were actually in the district, although other land had been taken up by speculators. Scott later moved on to Port Moody, but his sons stayed on. The Atkins temporarily abandoned their ranch in 1863, but returned. In 1868, again the family left for the Sandwich Islands (Hawaii), but Ned, already married to Susan, a local Indian woman, stayed.

Before 1858, Vancouver Island and the mainland, (then called New Caledonia) were separate British colonies, the mainland remaining largely populated by the native Indians. With the discovery of gold in the Cariboo and the arrival of settlers from the south and east, the British government decided that a representative government should be established.¹

In July, 1858, a special division of Royal Engineers under Colonel Richard Clement Moody was commis-



Port Coquitlam Pioneers — Ned Atkins, Donald McLean, James Fox, c. 1912. Courtesy S.F.U. Archives.



Colonel Moody of the Royal Engineers, 1860s. Courtesy Genstar Corporation.



The Scott family, 1880's. J. R. Scott was responsible for the construction of Coquitlam Lake Trail. Courtesy Bruce Scott.

sioned, at Governor Douglas' request, to select a site for a capital and to survey the land, among other things.² The Engineers were in British Columbia from 1858 to 1863, when the group was disbanded and the officers returned to England.

On August 20, 1858, the British government renamed New Caledonia "British Columbia" and James Douglas, formerly of the Hudson's Bay Company, became Governor. The Hudson's Bay Company's exclusive trading rights on the mainland were revoked, thus opening the territory to settlers.

The confirmation of Governor James Douglas, Chief Justice Matthew Baillie Begbie, Lieutenant-Colonel Moody, Commander of the Forces, Chief Commissioner of Lands and Works, and when necessary, Lieutenant-Governor and Honourable Wymond Hamley, Collector of Customs, was celebrated at Derby, (Fort Langley) which was Governor Douglas' choice for the site of the new capital.³

This, however, was not the best military location, as pointed out by Colonel Moody, who favoured a site further from the U.S. border, on the north bank of the Fraser, to create a natural barrier between the capital and any party of American invaders.⁴

He favoured Mary's Hill instead of Derby because it

met these requirements. The *British Colonist* of February 3, 1859 reported:

"Pitt River is said to be the best situated...the Pitt River has advantages over Langley is well established in a military point of view, it being better situated for defence by placing the river between it and the American line and by commanding the mouth of the river and if the military or public road leading into the interior was made, the Pitt River side would certainly be best. Commercially it would prove to be better than Langley for vessels entering the river to sail to Pitt River when they would require steam tug to take them to Langley."⁵

Although New Westminster and not Mary's Hill was the final choice for the new capital, geographically Mary Hill was still the best site for a defence point. This is explained in Moody's letter to Governor Douglas dated January 28, 1859: "The left flank is protected, at a distance of four miles, by the Fraser, and also by the deep, broad river pit; but in addition to these two serious obstacles to an enemy is a commanding hill, having the Pitt River close in front; on this hill could be placed a strong work or works, entirely covering the left flank."⁶

The next tasks of the Royal Engineers were to establish a network of roads for transportation and communication and to survey settlement lands in detail.

In 1862, the Pitt River Road⁷ and, in 1863, the Coquitlam Lake Trail, were constructed in the Port Coquitlam area. As in the case of the Cariboo Road, which was partially constructed by the Royal Engineers and partially contracted out, the actual construction of these Port Coquitlam roads was done on contract.⁸

J.R. Scott was awarded the contract for the construction of the Coquitlam Lake Trail on the west bank of the Coquitlam River. The total cost of roads from New Westminster through to Pitt Meadows as of 1862, was 3,868 pounds sterling.⁹

Originally, the Pitt River Road ran from Sapperton the Royal Engineers' headquarters, eastward around the base of Cape Horn Hill, through what is now Riverview Hospital property, meeting the present Lougheed Highway. It crossed the Coquitlam River at the Red Bridge, followed the base of Mary Hill and wound in a southerly direction to the area that is now the Mary Hill Bypass. Over the course of the 20th century, various sections of the Pitt River Road were renamed and today, only the section from the Lougheed Highway to the Mary Hill Bypass remains.

One of Governor Douglas' main concerns was to open land for settlement. In 1859, Douglas' first land proclamation set a price of 10 shillings per acre. In 1861, the price dropped to 'four shillings one.' In 1862, unsurveyed lots of up to 160 acres were free, although land in the Port Coquitlam area, already surveyed, was 10 shillings an acre. These lands were to be staked and registered at the New Westminster land office in one of three books. The Group 1 Lot Book was for land on the north side of the Fraser River including Burrard Inlet from Point Grey to Stave River. This 'Group 1' is still part of legal land description on the Lower Mainland.

The Royal Engineers, instructed to survey unregistered land in the Fraser Valley, did so, starting from a base line due north from the first survey post east of Boundary Bay on the 49th Parallel. Coast Meridian Road in Port Coquitlam and Surrey marks this survey line, actually laid out by Joseph Trutch. The Royal Engineers and, later the government surveyed much of Port Coquitlam in 'Blocks and Ranges' using the District Lot system. Later, in 1871, a Township system was introduced based on 36 sections to a square mile.

The easy registration system for the surveyed District Lots lent itself to speculation. For example, on February 7, 1861, Colonel Moody registered a claim for 90 acres "144 chains from the Coquitlam River and extending along the north side of the Fraser River westward, 40 chains" and on December 7, 1861, he registered another claim for District Lots 19 and 24 which were close by.¹⁰ Some have even suggested that the Pitt River Road was built to add to the value of Moody's holdings, through which it passed.¹¹

On the Lower Mainland, native groups never signed treaties ceding their land to the Crown. Governor Douglas' 1859 proclamation advised settlers that all land was

Crown property and that Indians could not sell land to settlers. Before this time, some settlers, like Alexander McLean, had made 'agreements' for the use of native lands. In some cases, they believed they had bought the land. Alexander McLean later registered his land which was not reserved.

Governor Douglas set aside Indian land in reserves to protect it from preemption or sale by European settlers. In 1861, he asked Colonel Moody to mark out the sites of all mainland reserves, showing them as the native people asked. Douglas' policy was clearly to include in these reserved lands established "village sites, cultivated fields, and favourite places of resort," as well as graveyards, berry patches and fishing stations. These lands were to be "joint and common property...especially as a provision for the aged, the helpless, and the infirm."¹² Douglas held that Indians were "in point of law regarded as British subjects,"¹³ and should be able to both purchase and preempt land individually. In this way, he believed the needs of both natives and settlers could be met.

Despite his early instructions to Colonel Moody, who was in charge of the reserve surveys, apparently this policy was disregarded. In 1863, for example, Douglas wrote to Moody saying, "I hear very general complaints of the smallness of the areas set aside.... [The Coquitlam Indians complain their reserve on the river is] altogether insufficient to raise vegetables enough for their own use."¹⁴

In 1867, after Douglas' retirement in 1863, the new Commissioner of Land and Works, Joseph Trutch, could find records of only nine official reserves which included an island at the south of the Coquitlam River and two lots on its banks. These reserves had already been resurveyed in 1864 by Trutch who toured the area. Most lower Fraser groups, including the Coquitlam, petitioned the government for more land, but little was done. In 1866, even the right to preempt land was denied native people.¹⁵

After British Columbia joined Confederation in 1871, in theory, the Dominion government took charge of Indian land. A joint Commission on Indian Reserves was appointed in 1876. On July 8, 1879, Gilbert Malcolm Sproat, the only Commissioner still serving, confirmed the size of the two Coquitlam reserves. Reserve No. 1, 6½ acres, was on the west bank of Coquitlam River near its mouth. Reserve No. 2, about 1½ miles from the river's mouth and bounded by the river, was over 20 acres.

By this time, European settlers, including the McLeans, Atkins, Scotts and George Black, had cleared and fenced large ranges of land. Their properties, which included some riverfront fishing sites, were largely unavailable for Indian use. (There are no records of preemptions by Indians here.) Although there is some evidence of cooperation between Indians and settlers initially, after the 1880's, the communities became more and more separate. Although native people would be employed on the construction of the Canadian Pacific Railway in the 1880's, the community that became Port Coquitlam was predominantly European.

EUROPEAN SETTLEMENT FOOTNOTES

1. David Buchan. *A History of Mary Hill*, 1986.
2. Frances M. Woodward. *The Influence of the Royal Engineers on the Development of British Columbia*. Lytton to Douglas, July 31, 1858; B.C. Studies No. 24, Despatch No. 6 in B.C. Papers, Part 1, p. 45.
3. British Columbia Directory, 1918.
4. David Buchan. *A History of Mary Hill*, 1986.
5. David Buchan. *A History of Mary Hill*, 1986. *The British Colonist*. February 3, 1859.
6. David Buchan. *A History of Mary Hill*, 1986.
7. H.A.J. Monk and John Stewart. *A History of Coquitlam and Fraser Mills - 1858 to 1958*. N.P.
8. R.C. Harris. *B.C. Historical News*. Volume 15, No. 4. Summer of 1982.
9. Alexander Begg, C.C., F.R.C.I. *History of British Columbia from its Earliest Discovery to the Present Time*. William Briggs, Toronto; C.W. Coates, Montreal; S.F. Huestis, Halifax, 1894.
10. H.A.J. Monk and John Stewart. *A History of Coquitlam and Fraser Mills - 1858 to 1958*. N.P.
11. John E. Gibbard. "Agricultural Settlement of the Fraser Valley," in *The Fraser's History from Glaciers to Early Settlement*. B.C. Historical Association Seminar papers, Burnaby Historical Society, 1977.
12. B.C. Legislative Journals, January 21, 1864.
13. B.C. Legislative Journals, May 27, 1862.
14. B.C. Papers connected with the Indian Land question, 1850 - 1875, Victoria. N.D. p. 27.
15. Robin Fisher. *Joseph Trutch and Indian Land Policy*. B.C. Studies, 12, Winter 1971-2. pp. 3 to 33.



Graded, ready for rock, Coquitlam, B.C.

Pitt River Road, looking east, between what is now Lougheed Highway and the "Bailey Bridge" crossing of the Coquitlam River. Constructed by the Royal Engineers, this road connected Westminster Junction with Sapperton, Royal Engineers' Headquarters. Courtesy S.F.U. Archives.



Hay's Logging Camp, 1900. Courtesy Lona Orr.

WESTMINSTER JUNCTION

1880 - 1900

In one way, Port Coquitlam owes its existence to New Westminster. When the trans-continental railway line from Montreal to Port Moody was completed in 1885, New Westminster merchants and businessmen were determined that their city would be the C.P.R.'s "fresh water terminus." Many, like J.T. Scott, built hotels and other businesses in Port Moody, expecting that New Westminster and Moody would share the coming boom. When they realized that the C.P.R. did not intend to build a branch line to New Westminster and that the railway might go on to Coal Harbour (soon to be part of Vancouver), they agreed to pay the C.P.R. syndicate a bonus to build a line to the Fraser. The junction at the main line became known as Westminster Junction and the community that grew up around the Junction would eventually become Port Coquitlam.

On November 9, 1885, New Westminster's City Council passed the city's "Railway Bonus By-Law." Cornelius Van Horne met the City Council on the 11th, and announced that contracts for bridge timbers would



Pre-fabricated wooden rail bridge near Westminster Junction. From the Onderdonk photographic album, Courtesy B.C. Provincial Archives.



Engine #371 which pulled the first transcontinental passenger train into the Port Moody terminus, July 4, 1886, shown at work along the line near Coquitlam, 1880s. Courtesy Vancouver Public Library Historical Photograph Section.

be let and rails ordered from England immediately, although grading for the line was to be deferred until the weather settled. Van Horne was not interested in answering questions about the 'deal', however. James Kaye Suter, of the *Mainland Guardian*, in fact, implied that Van Horne met the Council in M.P. J.A.R. Homer's office, "a closet," so that no other interested parties could be present!

According to Van Horne, the Westminster branch line was to be an integral part of the railway, but the *Guardian* protested:

"Our branch line is a misnomer, it will form the first, and possibly the only, portion of Van Horne's 'loop Line.' We pointed out this fact to our citizens long ago."¹

The *Guardian's* protest perhaps owed more to politics than anything. John Robson, M.P.P., edited the rival paper, the *British Columbian*, but Suter, the *Guardian's* editor, also published the *Port Moody Gazette*. He and many others felt Robson's sympathies lay in Victoria and not New Westminster or Port Moody.

The Pacific portions of the C.P.R. had been built on contract for the Canadian government by an American group.

On November 25, 1885, Andrew Onderdonk, one of the American contractors, began selling off equipment and horses used on these railway contracts. "Thirty span of good draft horses and second hand harnesses and wagons"² could be seen at George Black's ranch on the Pitt River Road. At the same time, H.J. Cambie, Chief Engineer, advertised a contract for 45,000 railway ties for the Coal Harbour and Westminster lines. The Westminster line would actually be built by the C.P.R.

By December 17, the "rather depressing"³ news was that all Westminster railway contracts had been postponed until April, 1886 likely due to the weather. In April, a minor political scuffle threatened the line again. At John Robson's request, the Provincial Legislature offered \$37,000 towards the C.P.R. bonus granted by New Westminster for the New Westminster Branch Railway, provided, however, that "no Chinese, either directly or indirectly, were to be employed."⁴ At least some New Westminster citizens saw this as a breach of contract with the railway syndicate, which was already using Chinese labour. On April 9, 1886, after a boisterous meeting, nine effigies of Robson, James Cunningham and M.P.P., James Orr were burned in front of Cunningham's hardware store and Robson's office. Those at the meeting voluntarily subscribed \$51,000 for the railway "connection with Port Moody."⁵ As a result, by April 21, the *Guardian* was finally able to report: "we are assured, at last"⁶ that work was to begin.

Work proceeded quite quickly - too quickly for some landowners whose land was expropriated for the line. Sam Greer, for example, defended his property with an axe when the sheriff came to take possession for the C.P.R. Greer then brought an action for \$10,000 against the railway. (He and other landowners eventually settled their claims out of court. The C.P.R., in fact, threatened not to operate the Westminster branch until the lot holders along the line fell in line.)⁷

On August 28, the *Mainland Guardian* reported that "the whistle of the locomotive has at last been heard.... The long line of Chinamen occupied in grading, the white men laying rails, and the locomotive *Kamloops*, with the train of section cars, had a great attraction for our citizens and large numbers collected to witness the novel scene."⁸ The first freight, wire and equipment for the new telegraph line from New Westminster to San Francisco, arrived that day.

Daily passenger service from Port Moody and Westminster Junction actually began November 3, 1886 and the C.P.R. promised two daily trains direct from the east through the Junction, as well as a daily train through from Port Moody. As the *Guardian* said, "This ought to infuse new life into our city,"¹⁰ meaning New Westminster.

By this time in the late 1880's, the area of Port Coquitlam was already settled by a few European families. Captain McLean owned 540 acres near the Pitt River bridge and station which he was then trying to sell.¹¹ Richard Mounce, who had worked on the Pacific Railway between Hope and Kamloops, had acquired land near the Pitt in 1884.¹² All this area was then called Pitt Meadows, not Coquitlam. George Black, a 'gentlemen gambler' from New Westminster, lived further south on Pitt River Road near the Coquitlam River.

The opening of Westminster's branch line, however, brought business to the area around the new C.P.R. station. Pitt River Road was, however, the only government road in the district.

In 1891, the Coquitlam area was incorporated as the District of Coquitlam.



Kelly's Hall, (built by R. B. Kelly) the first District of Coquitlam hall, shown in 1913 when it became Port Coquitlam's City Hall. After the new hall was built in 1914, this hall, on Kingsway, became the fire hall. In 1920, a fire started in the fire chief's living quarters upstairs, demolishing the building and much of Kingsway's business district. Courtesy S.F.U. Archives.

MUNICIPALITY OF COQUITLAM, B. C.

Cash Statement of Receipts and Expenditures, as at 31st December, 1901.

RECEIPTS				EXPENDITURES	
TAXES COLLECTED—	LOAN.	GENERAL.	STATUTE.		
Arrears of Taxes, 1897	\$ 4 03	\$ 18 61	\$ 4 00	Roads and Bridges.....	\$ 991 45
1898	28 58	45 61	6 00	Advertising and Printing.....	28 65
1899	116 87	90 84	35 00	Law Costs and Commission on Suits.....	502 34
1900	142 05	108 57	40 00	SALARIES:—Clerk	\$150 00
1901	889 90	653 35	123 25	Collector	56 73
	<u>\$1181 43</u>	<u>\$916 98</u>	<u>\$208 25</u>	Assessor.....	25 00
				Returning Officer.....	5 00
				Auditor.....	18 00
					254 73
			\$2306 66	Councillors' Indemnity.....	240 00
By J. R. Foord's Taxes.....	\$498 80	\$2839 98	\$164 00	Assessment and Election.....	25 10
				Paid on Account of Municipal Hall.....	500 00
				GENERAL EXPENSES:—	
Interest and Expenses from Foord Suit.....			3502 78	Care Taker.....	\$ 7 50
License			369 63	Expenses of Delegate.....	2 30
Lands Sold.....			100 00	Team Hire.....	20 00
Sundries, Refunds, etc.....			917 06	Expenses of Mrs. Beckingsale.....	7 50
Lands Redeemed from Tax Sale.....			43 15	Sundry Printing.....	19 00
Balance in Bank 1st January, 1901.....			308 12	Tax Sale Deeds.....	14 00
In Collector's Hands 1st January, 1901.....			808 72	Rent of Schoolhouse.....	5 00
Outstanding Cheques, \$9 00, \$9 00, \$0 50.....			05	Search in Land Registry Office.....	50
			18 50	Posting Notice for Water Rights..	1 00
					76 80
				Stamps and Stationery.....	39 90
				Sundry Expenses.....	9 05
				Interest Paid.....	1205 18
				Paid into Savings Bank.....	1155 46
				Temporary Loan of 1900 retired.....	2100 00
				Donation to the R. A. & I. Society.....	25 00
				Refunds for Lands redeemed.....	308 17
				Cheque No. 10 of 1900 cashed.....	25
				Balance in Bank 31st December, 1901.....	901 03
				In Collector's Hands.....	11 56
					<u>\$8374 67</u>
			<u>\$8374 67</u>		

Statement of Assets and Liabilities, as at 1st January, 1902.

ASSETS		LIABILITIES	
By Taxes Outstanding.....	\$ 5706 17	Debentures Repayable in 1942.....	\$20000 00
By Taxes Outstanding on Lands owned by Coquitlam Council	868 43	Interest thereon to 31st December, 1901.....	500 00
Mortgage to Hyde.....	350 00	Owing on Municipal Hall.....	453 69
Accrued Interest thereon.....	105 00	Outstanding Cheques.....	18 50
Municipal Buildings, etc.....	1000 00	Sundry Creditors.....	123 00
Balance in General Account, 31st December, 1901.....	901 03		
Balance in Savings Bank, 31st December, 1901.....	1309 70		
In Collector's Hands.....	11 56		
Total.....	<u>\$10251 89</u>		
Balance being total of Liabilities over Assets as above..	10843 30		
	<u>\$21095 19</u>		<u>\$21095 19</u>

I, the undersigned, do hereby certify that I have examined the Books, etc., of the Municipality of Coquitlam and find that the above is a full and correct statement of Receipts and Expenditures for the year ending 31st December, 1901, also that the above is a true statement of the financial standing of the Municipality as at 1st January, 1902.

Coquitlam, B. C., January 23rd, 1902.

JOHN HOY, Auditor.

1903.

Coquitlam Agricultural Society. Members.

1. M. Marshall	\$2 ⁰⁰	Paid.
2. W. McLean.	\$2 ⁰⁰	Paid.
3. A. Hoy, Jr.	\$2 ⁰⁰	Paid.
4. E. A. Atkins, ✓	\$2 ⁰⁰	Paid.
5. Geo. Smith, ✓	\$2 ⁰⁰	Paid.
6. W. Wallace,	\$2 ⁰⁰	Paid.
7. M. Simpson,	\$2 ⁰⁰	Paid.
8. J. Fox, ✓	\$2 ⁰⁰	Paid.
9. G. Alderson,	\$2 ⁰⁰	Paid.
10. Thos. Corbett.	\$2 ⁰⁰	Paid.
11. J. H. Quilty, ✓	==	Paid in advance.
12. R. H. Page.	\$2 ⁰⁰	Paid.
13. John Hoy.		
14. E. C. Simpson,	\$2 ⁰⁰	Paid.
15. J. Howland, ✓	\$2 ⁰⁰	Paid.
16. A. E. Corbett.	\$2 ⁰⁰	Paid.
17. Jos. Cameron, Sapperton	\$2 ⁰⁰	Paid.

Coquitlam Agricultural Society membership list, 1903. (Women joined the Women's Institute instead.) Courtesy S.F.U. Archives.

The District's first Reeve, R.B. Kelly, was the proprietor of the Junction Hotel and Coquitlam's postmaster. Other council members were James Fox, Ned Atkins, S.W. Selman, James Morrison and James Shennan, all farmers. The first District Clerk was R.D. Irvine, (later the schoolmaster) and the first council meeting was at Kelly's Hall, Westminster Junction, August 22, 1891.¹³ In most ways, Coquitlam was Westminster Junction as the hotel, post office, school and District Hall were soon all located there.

The Junction was advertised as a favourite resort for the "sportsman and tourist"¹⁴ but nature often inter-

fered with the Junction's business. For example, the winter of 1893 was the coldest on record. People crossed the frozen Fraser River from Surrey to New Westminster by sled¹⁵ and on February 3, the C.P.R. train leaving New Westminster for the Junction spent two hours trying to travel the first 100 yards. Some 12 inches of snow had fallen in the night, making a total of 18 inches on the ground. The tracks were eventually cleared and the train made the Junction.¹⁶

In 1894, disastrous flooding affected the entire lower Fraser Valley. On May 29, 1894, the *Daily Columbian* reported that Dykes No. 1 and No. 2, originally con-



Westminister Junction station before addition, c. 1900. Although in 1913 the city tried to force the C.P.R. to build a new, more fitting station on School House Road, this station served Port Coquitlam till the 1960s. Courtesy Glen Rowland.

Mounces, for example, had farmed the area from 1884, but after the flood, returned to New Westminister to run a general store. The Richardson family, living next to Ned Atkins in his old log house on Pitt River Road, also left. They later farmed in Pitt Meadows.

After the dyking of the area in 1896, many new

families took up land in the Port Coquitlam area, among them the Mars in 1896, then the Rowlands and the Mouldeys. Jake Rowland's family came in 1894 when he was appointed C.P.R. agent at the Junction. He later became Postmaster and part owner of the Junction Hotel.



Pitt River ferry, operated by A. Mouldey, provided a means of crossing the Pitt River from Westminister Junction to Pitt Meadows prior to the building of the traffic bridge in 1914. Just south of this point was the site of the original settlement, birthplace of Mrs. Heckbert, now 102 years of age and still residing in Port Coquitlam. Courtesy Anna Arthur.



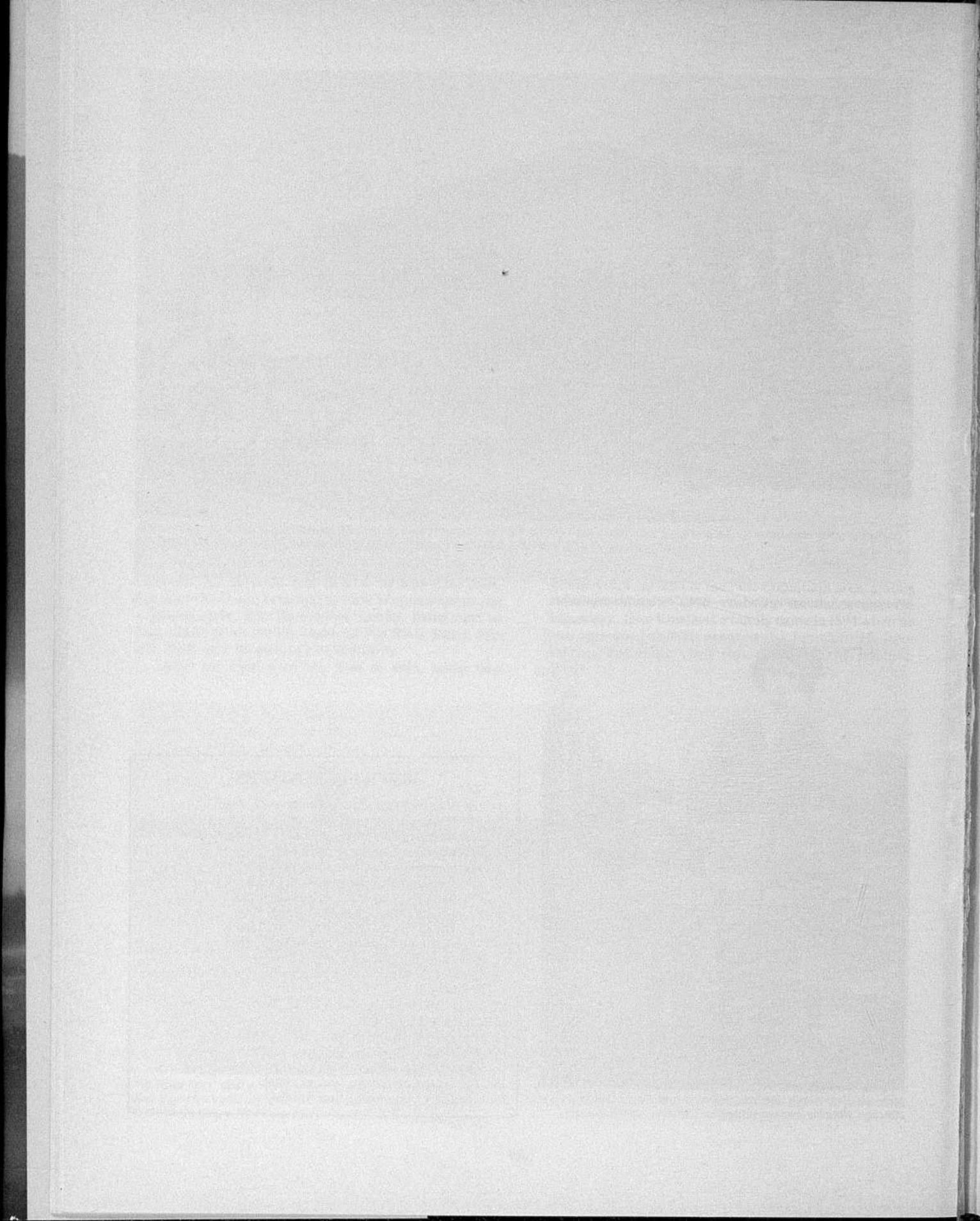
Westminster Junction Fire Cart, pre-1914. Courtesy Norma Warren



Mrs. Sid Evans with children, Richard and David, Westminster Junction. Note the wooden sidewalks! Courtesy Norma Warren.

1880'S FOOTNOTES

1. *The Mainland Guardian*, November 21, 1885.
2. *The Mainland Guardian*, November 25, 1885.
3. *The Mainland Guardian*, December 19, 1885.
4. *The Mainland Guardian*, April 14, 1886.
5. *The Mainland Guardian*, April 14, 1886.
6. *The Mainland Guardian*, April 21, 1886.
7. *The Mainland Guardian*, August 21, 1886.
8. *The Mainland Guardian*, August 28, 1886.
9. *The Mainland Guardian*, August 28, 1886.
10. *The Mainland Guardian*, November 3, 1886.
11. *The Mainland Guardian*, April 7, 1886.
12. Letter from William Johnson Mounce, Terry Fox Library.
[no date]
13. *The Daily Columbian*, August 22, 1891.
14. City Directory, 1892.
15. *The Daily Columbian*, February 1, 1893.
16. *The Daily Columbian*, February 3, 1893.
17. *The Daily Columbian*, May 31, 1894.
18. *The Daily Columbian*, June 12, 1894.
19. *The Daily Columbian*, June 5, 1894.



THE BOOM YEARS

1900 - 1913

In 1901, Westminster Junction was still a small farming community. By the end of the decade, however, the area, already prosperous, would be on the verge of becoming a new industrial city.

The Coquitlam District's population was then only 200. This was an area of 25,000 acres, 9,000 of them improved. Coquitlam had 147 ratepayers, (120 of them absentee) and as of December 31, 1901, the District's actual assets were \$901.03 in cash, \$1,000 in buildings and furniture, and \$11.56 in other assets.

At this time, farming was the Junction's most important occupation,¹ although many farmers logged as well. In 1903, W.R. Austin of Coquitlam reported that:

"In the municipality of Coquitlam, especially in Pitt Meadows, are good agricultural lands open for sale. Meadow land, ready for ditching and all clear for plowing; prices, \$10 to \$40 per acre. Uplands in the municipality, more or less timbered, some good land, some medium, and some light; prices, from \$5 per acre to \$30. A good opening for small farms and large ones, quite convenient to New Westminster City, with one of the best markets on the continent, which has to supply Vancouver largely.

Dairying is carried on in the district by private people, most of the milk being sold in the cities. Swine not produced to any extent; prices on foot, 6 to 8½ cents; poultry production is profitable; fowls fetch from \$6 to \$6.50 per dozen; eggs average 40 cents per dozen.

Labour - Whites, \$20 and board; Chinese, about \$20, without board; Japanese, \$1 per day."²

Local people made regular trips to the New Westminster Market with their produce, milk, eggs, poultry and stock. Some took the New Westminster-Pitt River Road, but it was common practice to make the trip by scow down the Fraser as there was a regular service in operation from the mouth of the Pitt River. Stern-wheelers were gradually eased out of service after the 1880's and the construction of the B.C.E.R. line to the valley on the south shore in the 1910's.

In 1901, the C.P.R. described the scenery along its line through from Mission to Westminster Junction:

"From Mission Junc. a branch line crosses the Fraser River and runs to the international boundary line where rail connection is made with the Pacific Coast United States. Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. The celebrated Pitt Meadows are traversed and a couple of miles before reaching New Westminster Junction, the Pitt River is crossed. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway."³

Most of the men in the district did log, even those who farmed. A.R. Millard, who came to B.C. in 1890 and to Port Coquitlam about 1900, was believed to be "the first logger to operate extensively in the district"⁴ and worked with Greer and Laflamme logging along the Coquitlam and Pitt Rivers and on Burke Mountain.

Dennis E. Welcher, who came to Port Coquitlam in 1897 also logged for seven or eight years before he bought a farm and invested in real estate. He was later on the City Council for two years and president of the Coquitlam Agricultural Society for 10 years.⁵

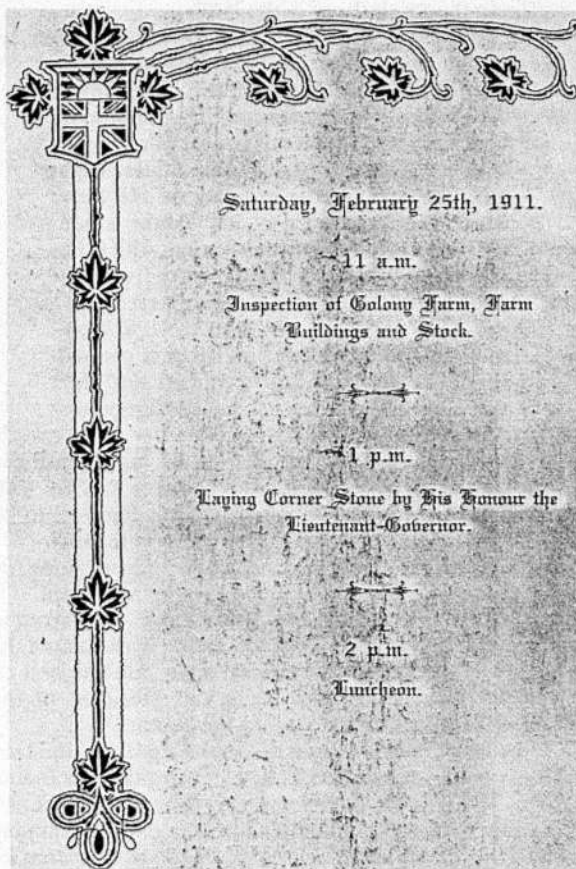
In 1903, work began on the Coquitlam-Buntzen Lake tunnel for the B.C.E.R.'s power plant on Indian Arm. Originally, the company thought that Lake Buntzen (first called Lake Beautiful), alone could supply water for the powerhouse, but it was soon clear that an additional water source would be needed. A tunnel to Coquitlam Lake, 2½ miles away, was the solution. (The



The Women's Institute Show Building, New Westminster Agricultural Fair, 1912. Courtesy Vancouver Public Library Historic Photograph Section.



Loftus Scott cutting ties for the C.P.R., 1912, in the Hoy Creek area. Courtesy Bruce Scott, Mayor 1972-3.



Invitation to Essondale's foundation laying. Courtesy S.F.U. Archives.



Diningroom and Games room, Essondale Hospital. Courtesy River-view Hospital.

ground was subject to landslides, so an above-the-ground flume or pipe could not be used.) A small dam was soon constructed at the south end of the lake; then the tunnel was built. A cable tramway delivered tools and materials and hauled away the dirt. The tunnel, completed in 1905, kept the powerhouse generating enough power until the 1910's when new supplies were needed.

As work began on the tunnel, the *British Columbian* prophesied that this project "has brought no little grist to the Coquitlam mill and the people in there are prosperous and going to be heard from."⁶ These projects brought new residents to the area.

In 1905, Thomas Routley and his family were some of those new residents. He had a contract to transport supplies to the dam site. His family's property was located southwest of the City Hall site and included the park on Wilson and the site of the Lighthouse Restaurant. There was a creek that broke from the Coquitlam River by the Agricultural Hall Fairgrounds running through this property and back to the river at the foot of Wilson Avenue. The large tree by the Lighthouse is where the Routley home was.⁷

About the same time, in 1906, the Stave Lake Power Company increased the capacity of its dam on Stave Lake in Maple Ridge so as to supply power to both Maple Ridge and Westminister Junction beginning in 1912.⁸

From 1902 to 1904, when the old Westminister Bridge was built, Gilley Brothers of New Westminister supplied rock from their Pitt River quarry. The operations gradually grew. As Harold Routley says, "there's a little bit of Coquitlam Mountain in a lot of places!"⁹

Another major development in the area was the construction of the asylum, actually in Coquitlam. Some 1,000 acres of land were purchased by the province in 1903 for a new mental hospital. Up until then, patients

were treated in New Westminster. Part of the area purchased was in Port Coquitlam and became the 'Colony Farm.' Work started July 10, 1905 as land was cleared and temporary buildings erected. Dairy products, meat and produce were grown and eventually, the farm would supply the asylum's needs.

In 1909, the first permanent building for the hospital, later called West Lawn, was built north of Colony Farm on the area known as Mount Coquitlam. The asylum was then known as the 'Hospital for the Mind.'¹⁰

Colony Farm itself became a famous place and dairy and beef cattle, produce and horses from the farm were entered in contests across Canada.¹¹



The original Colony Farm gate sign. Courtesy Morven and Lillian Reid.



C.P.R. passenger train at Essondale Stop, c. 1916. Courtesy Morven and Lillian Reid.

:: The Big Subdivision of :: COQUITLAM

covering the bulk of the land fronting on the Canadian Pacific Trackage and terminals is owned and controlled by the

COQUITLAM TERMINAL COMPANY Ltd.

This subdivision, including the cream of the business and residence districts of the new city that is about to spring up on the plains of Coquitlam will be offered to the public about Oct. 1.

In the meantime we wish to determine what is the best name for the new city. Shall it remain Coquitlam or shall some name of greater advertising and publicity value be chosen? The best way to determine that question is to get a long list of good names. Therefore—

We offer \$500 in prizes for the best suggestions for a name. Perhaps you have the right name somewhere in the back of your head. If you can't capture the first prize, you may land one of the thirty others. Write to day for rules, application blanks and general information.

Coquitlam Terminal Company, Limited.
507-8 Bower Building - - - - Vancouver, B. C.

"Coquitlam Star," September 8, 1911.

Above: Advertisement to announce the contest to determine a name for the new city. Below: Local advertisements characteristic of the 'Boom Years.' Courtesy City of Port Coquitlam 'Heritage Resource Inventory File.'

Boots! : Shoes!

A first class Boot and Shoe store carrying a general line of Ladies and Childrens Canadian and Old Country styles. Men's fine and heavy Grades. Loggers boots at Town prices.

R. C. GALER.

GALER BLOCK

COQUITLAM, B. C.

Royal Bakery

Bread, Cakes, Candies Cigars and Tobaccos

Fruits in Season

Ice Cream and Soda Fountain

Wedding and Birthday Cakes to Order

Papers, Magazines and Lending Library

DEWDNEY ROAD

COQUITLAM, B. C.

"Coquitlam Star," September 8, 1911.

Livery and Feed Stable

RIGS and SADDLE HORSES FOR HIRE.

Stage to Coquitlam every day.

Leaves Westminster Junct. 8.20 A. M. connecting with 2.30 train from Vancouver.

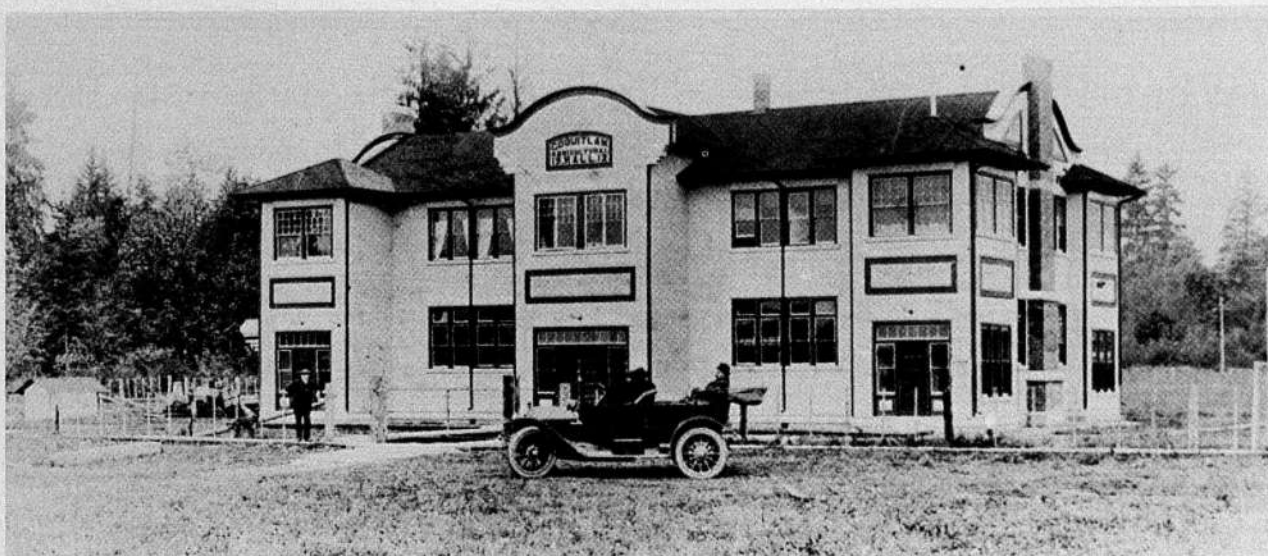
Leaves Coquitlam Dam, 7.30 A. M. connecting with 9.42 A. M. for Vancouver and New Westminster.

**Pool, Billiards, Cigars &
Tobaccos**

Opp. C. P. R. DEPOT.

Robert Wilson & Son

"Coquitlam Star," September 8, 1911.



Agricultural Hall, erected by the Agricultural Society on September 11, 1912. Sir Richard McBride officiated at the opening ceremonies. Courtesy Cliff Cousins.

Entry N° 8 M^r. E. M. Wiltshire
COQUITLAM AGRICULTURAL
SOCIETY

DIV.	CLASS	ARTICLES	1st Prize	2nd Prize
D	1	Apples Baldwin 5	X	1
D	2	" Wealthy 5		
D	4	" Duchess of Oldenburg 5		
D	5	" King of Tompkins 5		1
D	6	" Gravenstein 5		1
D	7	" Ben Davis 5		
D	10	" Northern Spy 5		
D	14	" Russets 5		
D	17	" collection of 6 varieties 5 of each		
D	18	" any other variety 5		
D	24	Plums any variety red 5		1
D	25	" " yellow 5		1
D	26	" " blue 5		1
D	27	Prunes Italian 5		1

Entry N° 46 M^r. John Smith
COQUITLAM AGRICULTURAL
SOCIETY

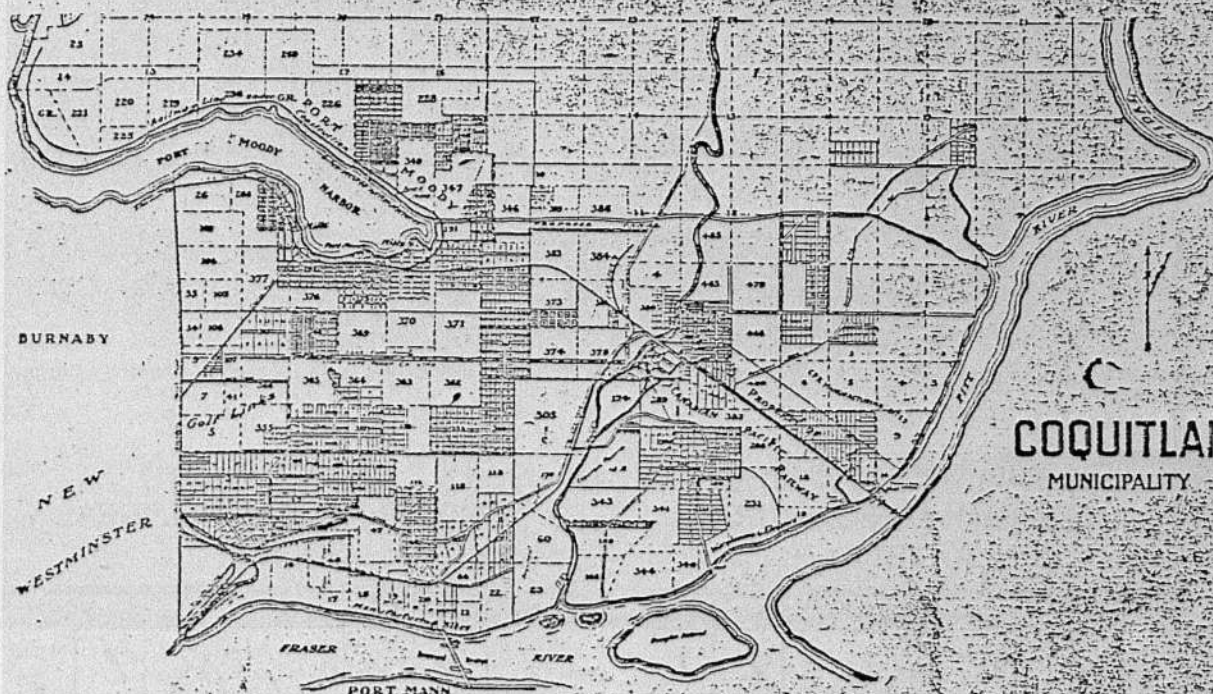
DIV.	CLASS	ARTICLES	1st Prize	2nd Prize
E	1	6 plants in pots foliage	/	
E	4	collection of Dahlias		1
E	8	" cut Roses		1
E	9	" Verbenas		1
E	23	" ginnias	/	
		6 varieties 3 blooms of each		
E	25	buttonhole for gentlemen		
E	3	display of cut flowers	/	

Entry N° 47 Lucy Smith
E 12 collection of cut nasturtiums /

Entry N° 48 Olga Smith
E 13 Best arrangement of cut flowers
by child under 16 /

Excerpts from the Coquitlam Agricultural Society Prize Book, 1912. Courtesy City of Port Coquitlam.

What Pittsburgh is to the United States, so Will Coquitlam be to Canada.



"Coquitlam Star," September 8, 1911. Courtesy City of Port Coquitlam.

Both the Colony Farm and the 'Hospital for the Mind,' known later as Essondale and Riverview, became major employers for Port Coquitlam residents.

By 1906, there were two school classes at the Junction School (located across from the present day lacrosse box on Wilson Avenue). R.D. Irvine was the principal

and his daughter, Ada, the teacher. Harold Routley was one of her students. In his class there were only five students including his brother, Elmer. By the spring of 1907, two more students came from the Minnekhada Ranch. Harry Mounce, from Victoria Drive was also in the same class. Because this was the only school in the area, it was not uncommon for some students to walk up to seven miles daily to school.¹²

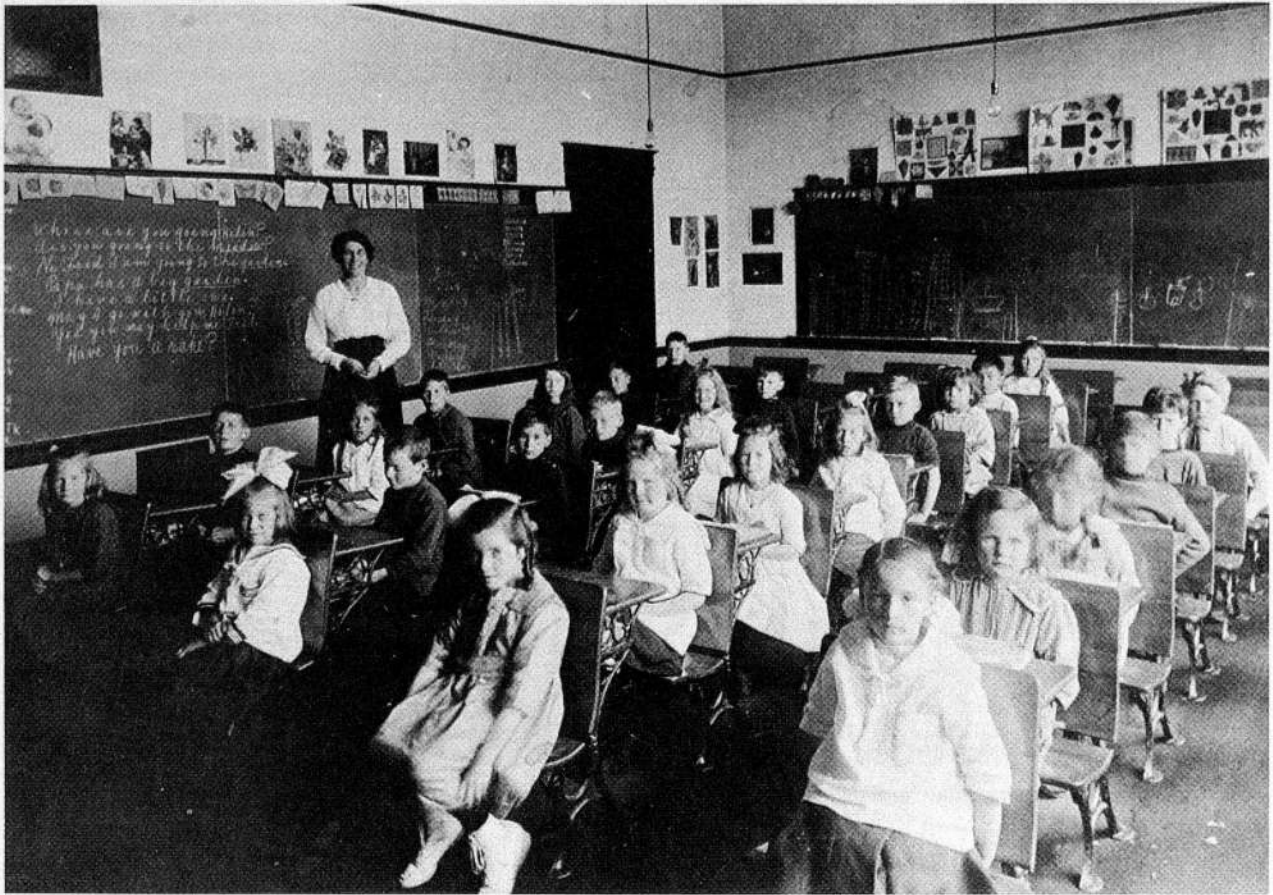
On the other side of Coquitlam River, at the Junction, alongside the C.P.R. station, then managed by Jacob Rowland, was the Junction Hotel, run by Thomas W. Quilty. Quilty came to Port Coquitlam in 1903, after working first in the canning industry, then at the New Westminster penitentiary. He retired in 1913, apparently successful in his investments.

By 1910, Port Coquitlam had become a prosperous agricultural community. Some residents like John Gately, born in Cheshire, England could afford to speculate in real estate. He had gone to the Klondike Gold Rush in 1894!

By July of 1910, the *Daily Columbian* could report that there was "Much Building at Coquitlam." A Board of Trade had been established and Mary Hill was even being considered as a site for the proposed University of British Columbia.



Westminster Junction School, 1913, on Schoolhouse Road — now known as Mary Hill Road. Courtesy S.F.U. Archives.



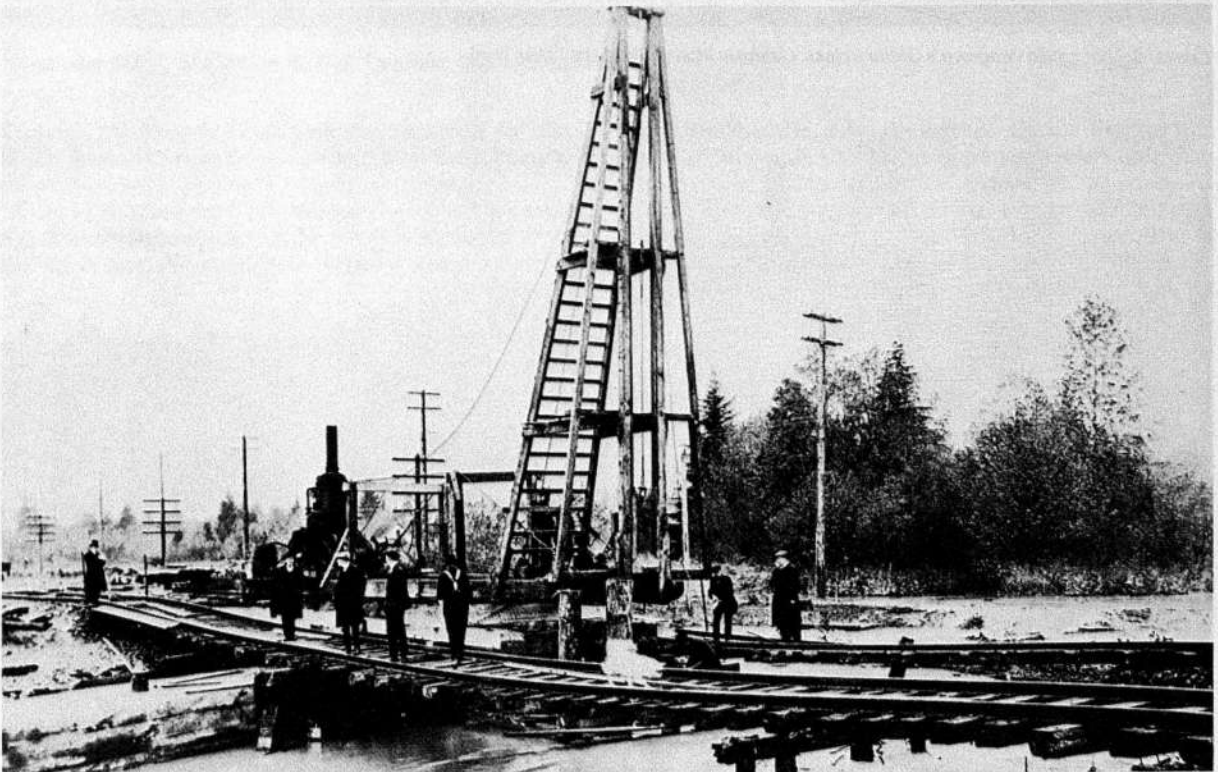
Central School, Lillian Wingrove's Grade 2 class. Courtesy Morven Reid and Lillian Reid.



View of Westminister Junction's main street, Kingsway (or Dewdney Trunk Road), c. 1912. Note "Coquitlam-Industrial City" sign. Courtesy Annie Osborne.



The 'Cement Block' on Kingsway, 1910. The Bank of Vancouver, centre, was to close during the depression of the 1930's. Courtesy Glen Rowland.



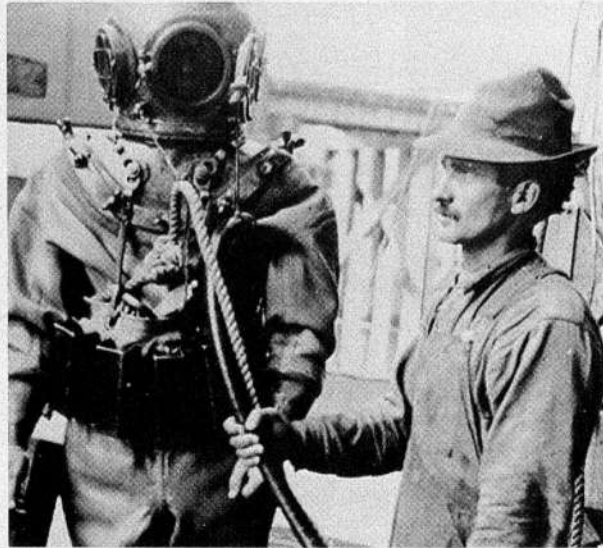
Driving the piles for the CPR's new Pitt River bridge, 1913. Courtesy SFU Archives.

The new Cement Block building on Kingsway was erected by Jacob Rowland and A.R. Millard. The Bank of Vancouver was to open a branch in it and the Coquitlam Real Estate Company office would have its own building up within the week.

New residences, including one for Donald McLean who had just sold his Pitt River property, were going up and new bridges and roads were to be constructed.

In 1911, however, the Canadian Pacific Railway announced its intentions of moving its freight operations and yards from Vancouver to Westminster Junction. In 1911, land was expropriated for the yards, about 500 acres, and by November 11, the C.P.R. had come to an agreement with the District of Coquitlam.

Not everyone was happy. Apparently a group of Finnish settlers living on the north side moved to Maple Ridge after their land was expropriated, but Mr. Shields, President of the Pitt River Lumber Company, a new concern, opposed the expropriation. He and the McNair Company lost their application, although small concessions were made.



Diver ready to inspect the pilings of the C.P.R. bridge over the Pitt River, June, 1913. Courtesy S.F.U. Archives.



C. P. R. PITT RIVER BRIDGE
COQUITLAM, B. C., CANADA
No. 92126 Date June 15, 1913
Pier II
The Foundation Co., Ltd. Contractors

Construction of the C.P.R. crossing over the Pitt River, June 10, 1913. Courtesy The Foundation Company Album, S.F.U. Archives.



Interior of the Coquitlam Star plant, c. 1914. First published in 1911, the paper heralded the news of the exciting times. Located behind the 'Cement Block' on Dewdney Trunk, the plant was destroyed by fire in 1920.

Even before the C.P.R. began actually working on their property, speculators and developers moved into the area. The Coquitlam Terminal Company was the largest of these developers and promoted Westminster Junction as a site for larger industries.

In 1912, this boom continued and residents soon agreed that Westminster Junction should become a city.

In 1911, the Coquitlam Terminal Company had initiated a contest for a new name for the area. Many favoured the 'Westminster Junction' name,¹³ considered more suitable as it favoured the railway. Others supported the original Indian name 'Coquitlam,' and eventually, as the city's future was thought to be centred on its role as port, "Port Coquitlam" was chosen.

On March 7, 1913, British Columbia's legislature passed an act incorporating the new City of Port Coquitlam. Altogether 157 property owners signed the original petition for incorporation. Many were Coquitlam residents, including James and Arthur Mars, merchants, F.W. Greer, contractor, T.W./R.A. Watson, hardware merchant, P. Mars, gentleman, D. McLean and L.R. Scott, farmers, J. Rowland, C.P.R. agent, L.D. Shafner, shipbuilder, Tom Lee, merchant, A.W. Keith, broker and Margaret McKenzie and Mary Killam, both "married." Only five were New Westminster residents. Two were from outside the Lower Mainland, W.R. Austin of Kamloops formerly of Coquitlam and W.H. Wadland of Fort William (a locomotive engineer). All others (53) were from Vancouver. Some represented businesses like the Coquitlam Land Holding

and Development Co. Ltd., most, like R. McAllister were brokers.

These petitioners owned more than half the value of land in the area to be incorporated. Altogether in the district there were, according to the petition, "over 400 male British subjects of the full age of twenty-one years."¹⁴ The population was estimated at 1,300.

Some Coquitlam residents petitioned to have extra sections added to the incorporated area, but later withdrew their support. The Vancouver developers of the 'Trackona' subdivision, for example, wrote to the Incorporation Secretary, P.J. McIntyre, asking that their names be withdrawn from the petition. The incorporated area basically remained as originally outlined.¹⁵

The District of Coquitlam agreed that the new City should have Junction School, the District Hall, all the district horses and road machinery, as well as office furniture, fire brigade equipment, water rights to Silver Creek, etc. In return, the city was to pay $\frac{3}{8}$ of the value of equipment transferred and \$1,750 for the real estate conveyed. The city would also be responsible for part of the District's outstanding debts, which in 1913 amounted to \$225,000.

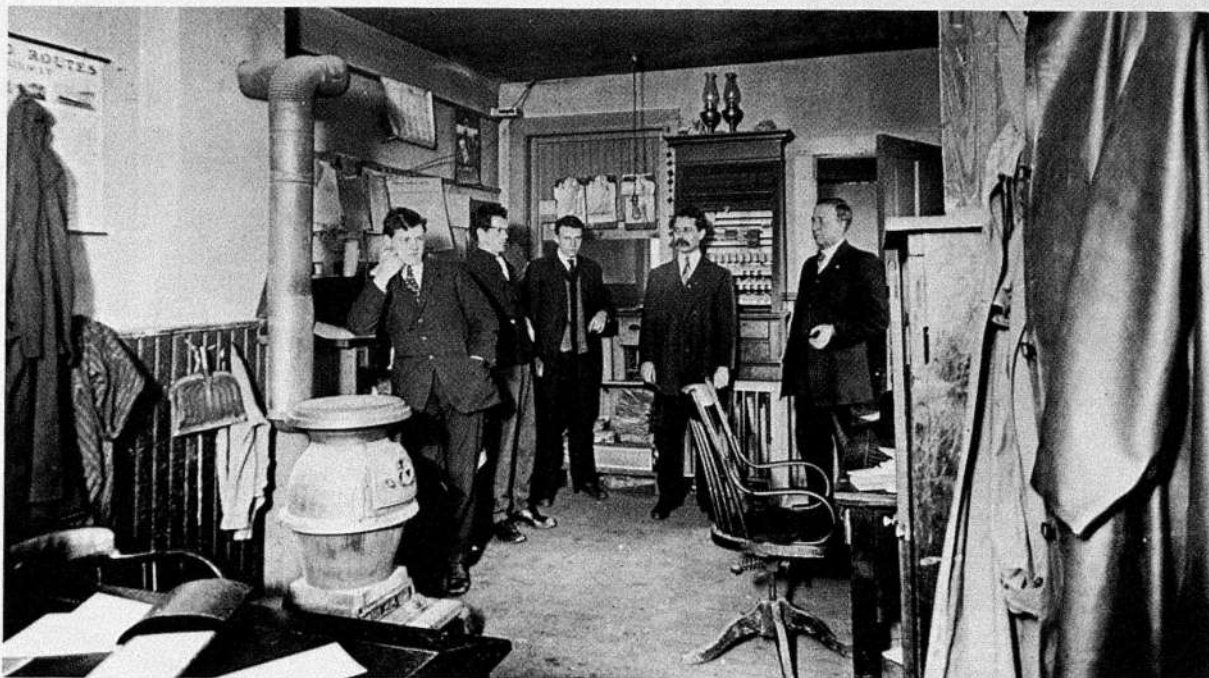
Elections for a new mayor and council were to be held on the fourth Saturday after the Letters of Patent were issued. Those qualified to vote were those on the district voters' list for that part of the district included in the city and "any male or female, a British subject, twenty-one or older, and a free-holder, householder or license-holder" for six months.



Westminster Junction, 1913. Courtesy B.C. Provincial Archives.



Donald McLean's farm, 1910s, near Pitt River. Courtesy S.F.U. Archives.



Interior of the Westminster Junction Station, 1900s, Jacob Rowland, Station Master. Courtesy Glen Rowland.



Iceboxes in Millard's hardware store, 1910s. Courtesy S.F.U. Archives.

The Coquitlam Agricultural Society

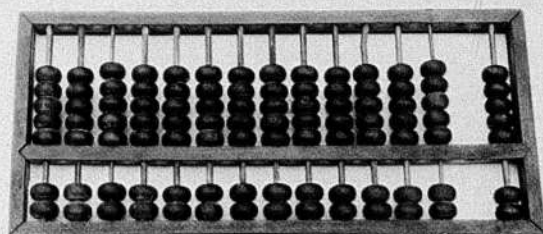
The Coquitlam Agricultural Society, formed separately in 1908, had 32 members in 1911.¹⁶ (Previously, members belonged to the Farmers' Institute of Coquitlam and Maple Ridge, formed in 1898.)¹⁷ Until 1912, they met in a hall on the north of the railway yards. Exhibitions were held each year. The ninth annual fair, held in September of 1911 was the first wet exhibition yet! W.J. Manson, M.P.P. opened the fair saying, "No district in Canada could produce choicer agricultural products than Coquitlam." He was pleased to see that people were still tending to agriculture and horticulture. The exhibits included produce, as well as dairy products,

fruits, Indian crafts, as well as cultivated and wild flowers.¹⁸

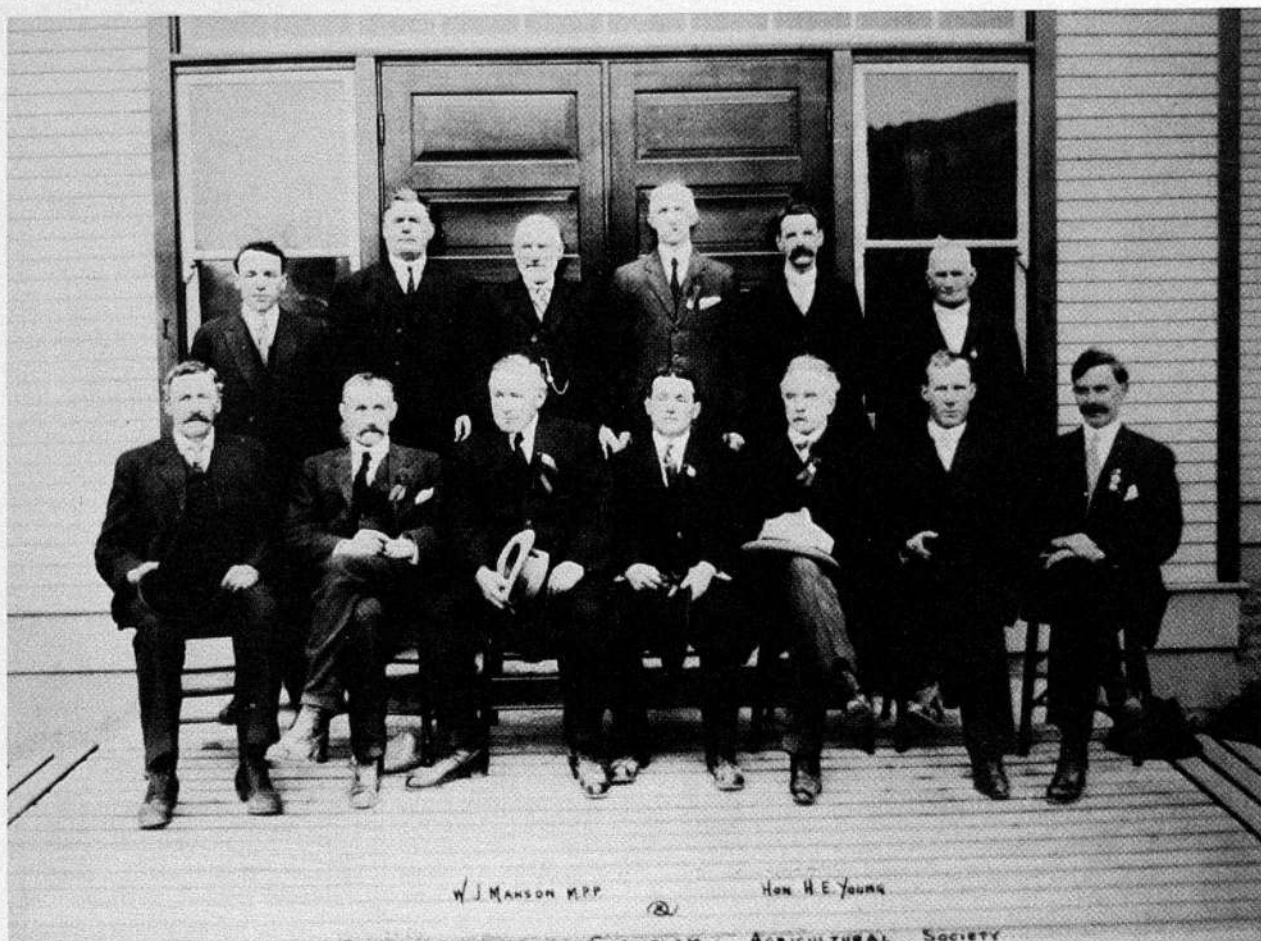
The Agricultural Society banquet, held September 17, 1911, was also opened by Manson. "The old-timers toast was responded to by Messrs. Booth, Irving, [Irvine] and Fox." A toast was made to Mr. Betz, a local real estate man, who was one of the area's greatest promoters. John Shearer sang a Scottish song and Thomas Greer sang a new version of *Old Arm Chair*.¹⁹

The Women's Institute

The Women's Institute, founded in 1908, was the female counterpart of the Farmers' Institute for men. Mrs. Irvine was the local President and the Honourable Secretary was Mrs. John Smith. Their monthly meetings were held at the original Agricultural Hall until this building was sold to the C.P.R. The group meetings were



Chinese abacus, found in a Port Coquitlam barn. Almost no records remain of the city's Chinese-Canadian residents. Courtesy David Stewart. Photograph, Elaine Cramer.



Coquitlam Agricultural Society members, posed in front of the Agricultural Hall, Inauguration Day, 1913. Courtesy S.F.U. Archives.

supported by a regular attendance of 15 of the 23 members.

In 1912, the Council Chambers of City Hall were offered to the organization to be used as a meeting place but once the new Agricultural Hall was completed on September 21, 1912, a special room there was designated for the Women's Institute.

Meetings featured lectures on practical issues such as home nursing, domestic work, recipes and methods of home preserving. Sometimes there were local speakers like Dr. G.A. Sutherland on "What Money Cannot Buy."²⁰

The Women's Institute also was responsible for the library and for helping families in need since no formal relief system was in place.

The Women's Christian Temperance Union

The first meeting of the W.C.T.U. was held on March 16, 1910 to promote the Temperance Cause and the Women's Franchise effort. The President of the Union was Mrs. Butt and the original Secretary was Mrs. Cunningham. Later, Miss Marion Butt became the Secretary. The twelve members met twice a month to discuss the ways and means to accomplish the tasks at hand.



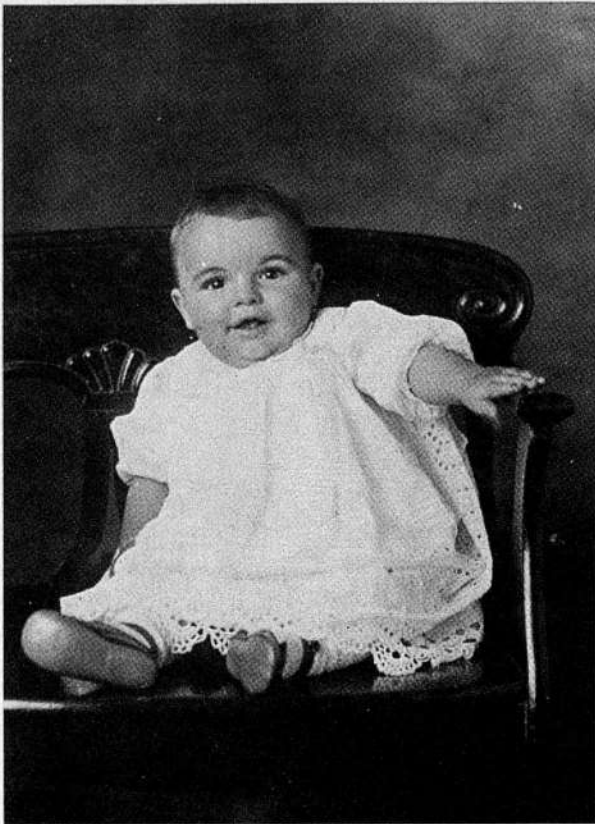
A. R. Millard, first liquor store in Port Coquitlam. Courtesy Dorothy Urquhart.



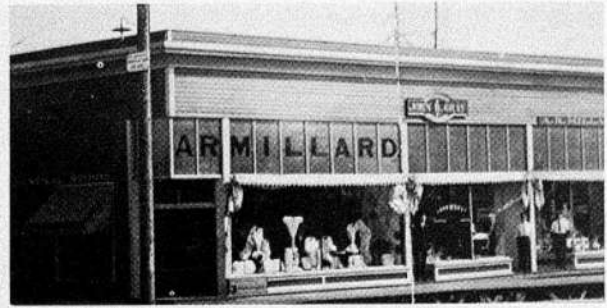
Port Coquitlam's first City Council. Courtesy S.F.U. Archives.



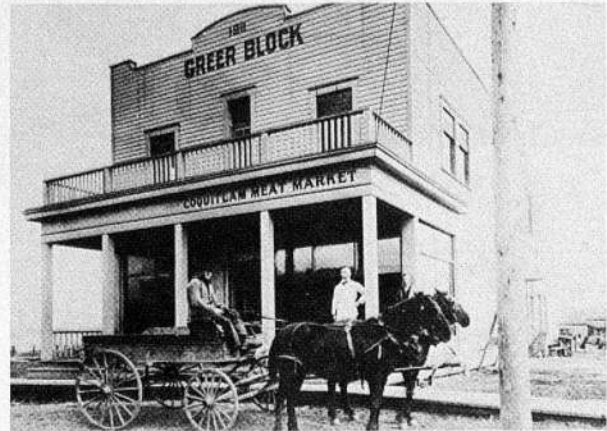
The Commercial Hotel, opened January 18, 1912, hosted many grand events in the city over the years. Today it is known as 'Frisco's Inn,' corner of Lougheed Highway and Flint Street. Courtesy S.F.U. Archives.



Jim David, born March 23, 1913, was Port Coquitlam's first baby born after Inauguration. Courtesy Robert and Bessie McLaren.



A. R. Millard's General Store, Shaughnessy Street. Courtesy Dorothy Urquhart.



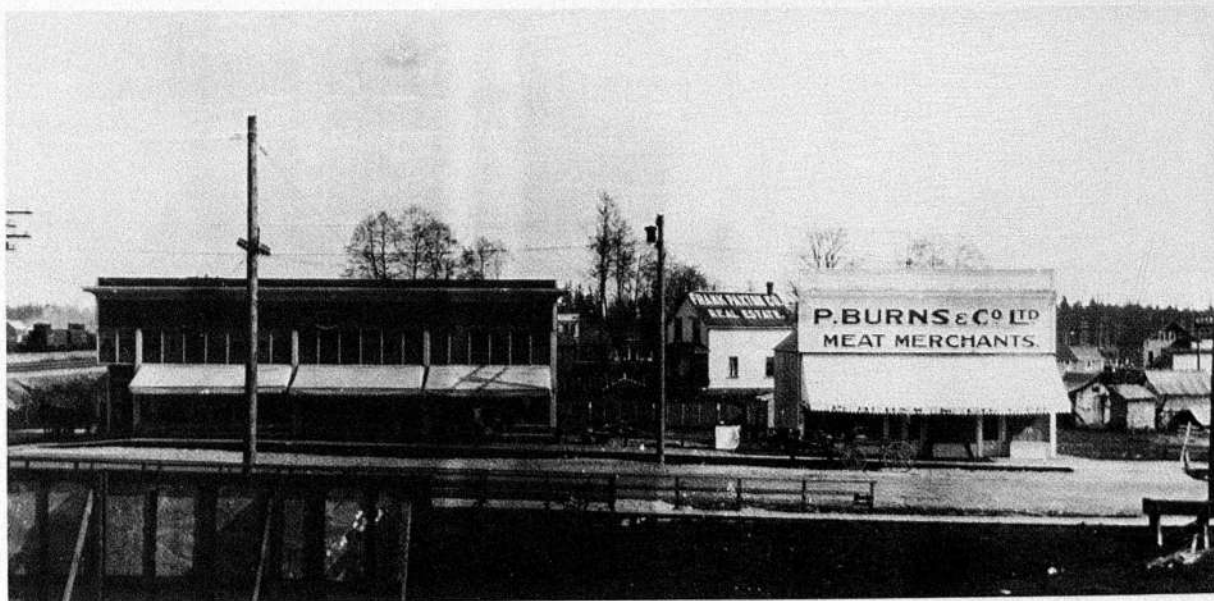
The 'Greer Block,' one of five business blocks in the city, 1912. Courtesy Lona Orr.



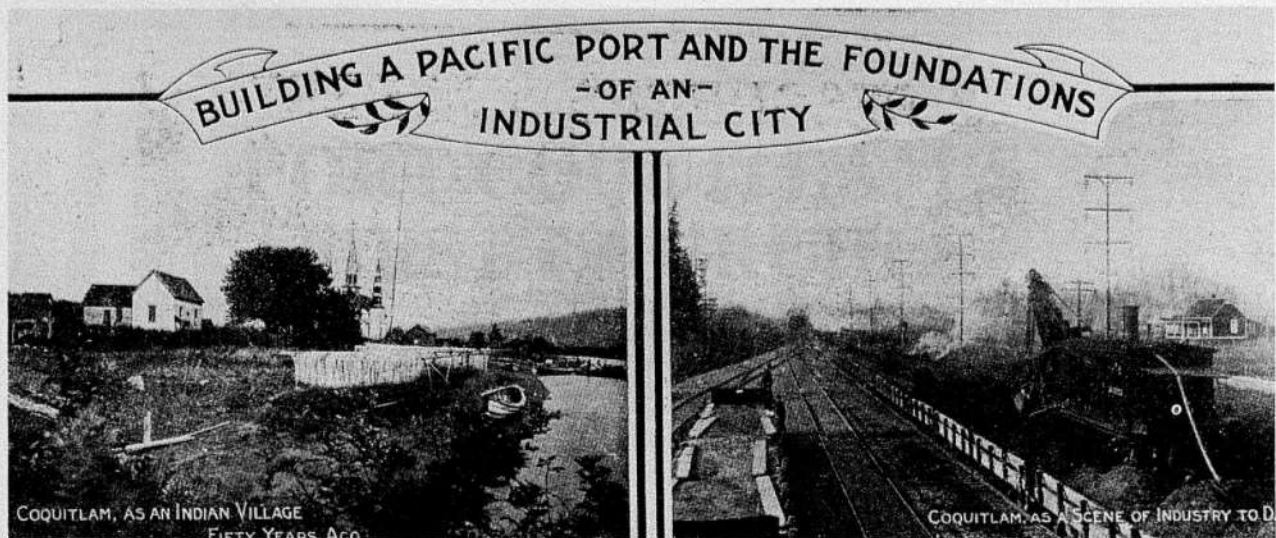
Principal Moore and students of Westminster Junction School, 1905. Students include: K. Quilty, L. Smith, Edith and Edna Greer, O. Peterson, B. Mouldey, J. Blue, D. Rowland, B. Millard, D. MacPherson, Goudy, M. Isaacson, A. Blue, F. Corbett, N. Millard, P. LaFlame, L. Peterson, H. Isaacson, R. Greer, F. Millard, N. MacPherson, H. MacPherson, G. Millard, B. Marshall, J. Richardson, G. McLean, N. Marshall, L. Greer, N. Corbett, A. Smith, Jr., J. Peterson. Courtesy Lillian Rowland, nee Ballard.



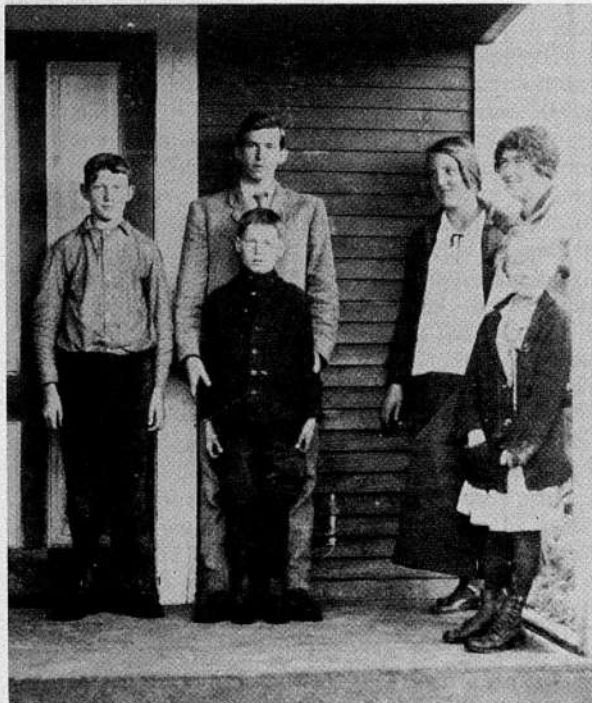
Entrance to the B.C. Electric Tunnel between Coquitlam Lake and Lake Buntzen, 1911. Courtesy Glen Rowland.



Shaughnessy Street business section at Dewdney Trunk Road. Courtesy S.F.U. Archives.



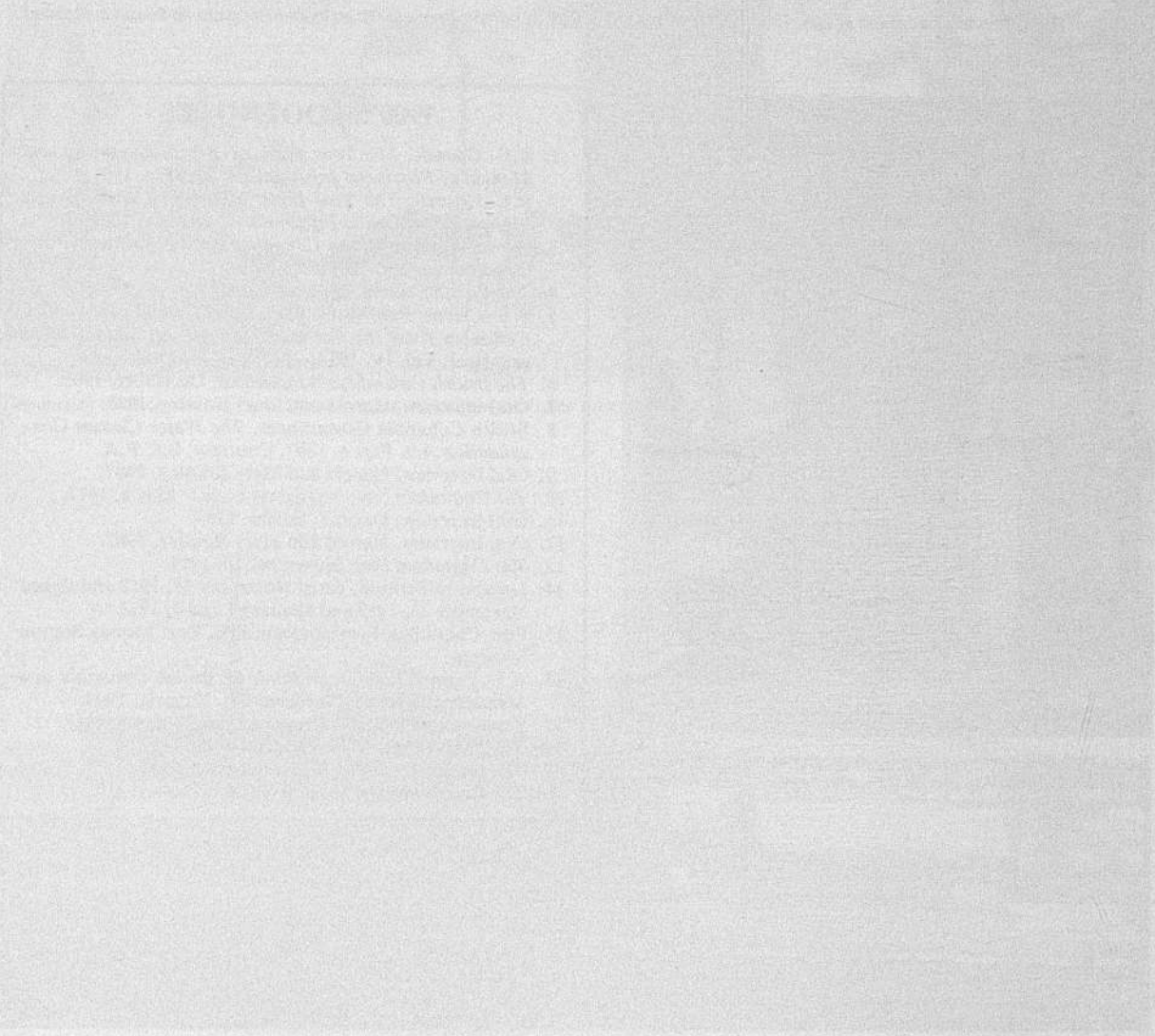
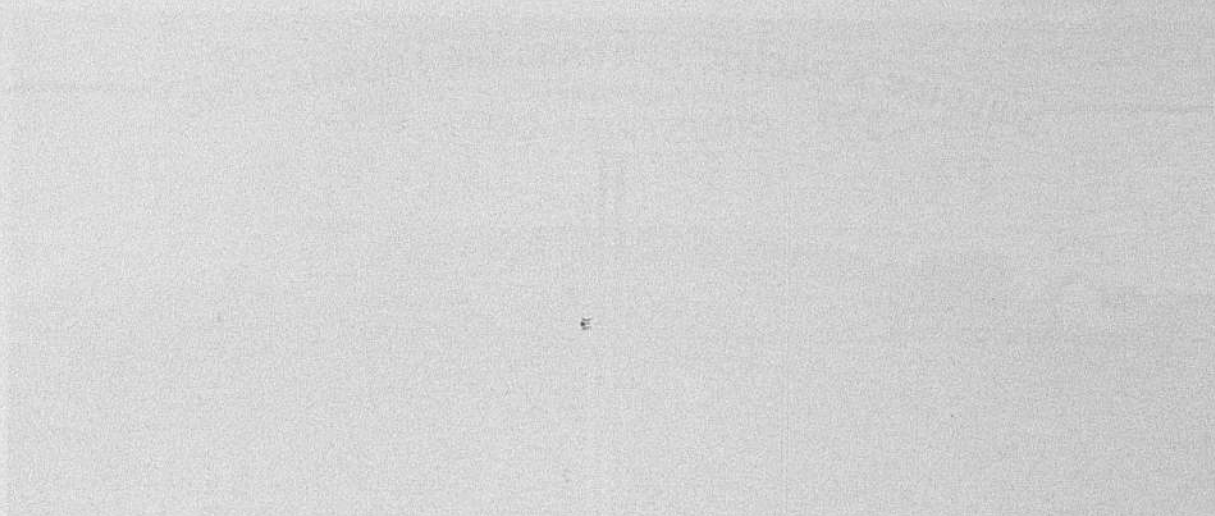
The City of Port Coquitlam had come of age. The transition from an entirely agrarian community to an industrial centre had been completed. Courtesy Provincial Archives.



East Coquitlam School students, August Huber, Harry Mounce, Grant Hawthorne, May and Audrey with teacher, Miss Robertson. Courtesy Harry Mounce.

1900'S FOOTNOTES

1. R.E. Gosnell. *The Year Book of British Columbia and Manual of Provincial Information*. Victoria, 1901.
2. R.E. Gosnell. *The Year Book of British Columbia and Manual of Provincial Information*. Victoria, 1903.
3. *Across Canada by the Canadian Pacific Railway*. Published September, 1901.
4. *The British Columbian*, May 8, 1912.
5. S.J. Clarke Publishing Company, Vancouver. *British Columbia from the Earliest Times to the Present*. Biographical, Vol. IV, 1914.
6. *The British Columbian Supplement*, December, 1903.
7. Oral Interview, Harold and Mary Routley, 1987.
8. British Columbia Government. *The Water Clauses Consolidation Act*. Part 4, 1897. Courtesy, B.C.P.A.
9. Oral Interview, Harold and Mary Routley, 1987.
10. *The Coquitlam Star*, "Progress Issue," May 8, 1912.
11. Oral Interview, David J. Davies, 1987.
12. Oral Interview, Harold and Mary Routley, 1987.
13. *The Coquitlam Star*, November 10, 1911.
14. Legislative Petition, dated November 23, 1912 and signed November 23, 1912 and January 3 and 4, 1913.
15. Port Coquitlam Incorporation File, Port Moody Station Museum.
16. R.E. Gosnell. *The Year Book of British Columbia and Manual of Provincial Information*. Victoria, 1903.
17. *The Coquitlam Star*, "Progress Issue," May 8, 1912.
18. *The British Columbian*, September 16, 1911.
19. *The British Columbian*, September 18, 1911.
20. *The Coquitlam Star*, May 8, 1912.



PORT COQUITLAM'S FIRST CHURCHES

Beginning in the 1870's, those settled in the Port Coquitlam area united to organize local services for fellowship.

The Presbyterian Church in Port Coquitlam

Between 1875 and 1886, Presbyterian services were held in the home of Alexander McLean. Reverend Mr. Dunn would travel from Fort Langley once every two weeks to see to the small group that included both the McLean and Atkins families, as well as a few farmers from outlying areas.¹

After the Junction schoolhouse was built in 1890, services were held there regularly until the completion of the Municipal Hall which was then used each Sunday. Some of the ministers were Reverend Chestnutt, Reverend Cameron and Reverend McKay.²

In April, 1906, the twenty family membership committed \$5.00 every Sunday to raise funds for the construction of a church building. The Reverend Doctor Wright, also in charge of the Barnet church, and the Reverend Mr. Kidd, were the main ministers of the congregation. From 1907 to at least 1913, the Reverend E.C.W. MacColl of Port Moody, was the minister. In 1909, the Presbyterians in Port Coquitlam built their own church. The members of the committee that was organized to select the lot and oversee the construction of St. Andrew's Presbyterian Church were Th. Corbett, R.D. Irvine, D. McLean, and R.W. Hawthorne.³

In 1908, Donald McLean deeded the church property at Shaughnessy and Dewdney Trunk (where the Legion Hall is now) and Mr. Marshall and Mr. Shearer prepared the plans and presented them to the committee in November of 1909. The church was built by Ralph Atkinson and the first service was held there on May 21, 1911. At that time, other members included the Hoy family, Mr. Welcher, Mr. Simpson, Mr. Blue and Mr. Moore.⁴

The St. Andrews Ladies' Aid was first headed by President, Miss E. Hoy, and the secretaries included Miss Simpson and Mrs. Welcher. This group actually raised the monies to pay for the construction of St. Andrew's Presbyterian Church in 1911 through concerts and craft and bake sales. Miss Irvine of the Women's Institute was also very active in this society.

The Methodist Mission

Before 1882, Methodist clergy from New Westminster and Haney would travel to Port Coquitlam. The Methodist Mission, erected in 1882, was actually the first

religious structure in the area. Services were given by the Reverends Mr. Ross, Mr. Sharp and Hammond's Mr. Hall.

Once St. Andrew's Presbyterian Church was built in 1911, Methodist services were held there on Sunday evenings. With the increase of Scottish settlers, the numbers of the congregation grew. Students from Columbia College in New Westminster came to minister until 1912 when the Reverend Mr. Hobbs became the permanent clergyman.⁵

Trinity United Church

With the union of the Methodist and Presbyterian Churches in 1925, the church adopted the name of Trinity United. Youth clubs such as Canadian Girls in Training, Explorers and the boys' club, Tuxis, gained such popularity that by the early 1930's, a separate hall was built for community activities. In 1947, four lots on the corner of Whyte and Shaughnessy were purchased at a total cost of \$400 and the building was moved to this new location.

The church experienced such an increase in its congregation in the 1950's and 60's that in 1966, the decision was made to relocate to the present site at Shaughnessy and Prairie away from the heavy traffic in the downtown core. This building was expanded in 1982 to provide office and reception space as well as a nursery room.⁶

St. Catherine's Church of England

Between 1890 and 1892, Church of England members met in the Junction schoolhouse. After the construction of the Municipal Hall in 1892, services were held there. Before 1905, ministers travelled from New Westminster but in 1905, the Reverend W. Govier, from Maple Ridge, undertook to provide services on a fortnightly basis. On rare occasions, the congregation enjoyed a visit by a Bishop or Archdeacon. In 1910, St. Catherine's Church of England was built just west of the C.P.R. station on the Dewdney Trunk Road by Mr. and Mrs. J. Smith, Mr. Gatley and Mr. Price, who had also loaned the funds to the congregation.

Until the end of February, 1911, Mrs. Gatley prepared the services. Then a series of temporary helpers volunteered to take over until July of 1911, when the Reverend H. Fane-Edge became the minister. His arrival was celebrated by a welcome arranged by the Women's Auxiliary. Two hundred persons gathered to hear the addresses given by both the Venerable Archdeacon Pentreath and the Reverend Fane-Edge.

In April of 1912, a temporary vicarage was erected on

the corner of Shaughnessy and Kelly by Rev. Fane-Edge and some of the members of the Men's Club, of which he was secretary. A more permanent structure was to be built later at St. Mary's Heights (today Mary Hill). Mr. Price and Mr. Gatley were named as Church Wardens and Messrs. Graham, Seaborne, Butt and J. Smith were the Sidesmen chosen.⁷

Established in 1912, The St. Catherine's Young Ladies Club was overseen by President, Mrs. Rowland, Vice-President, Miss Martha Nelson and Secretary, Miss May Welcher. Weekly meetings with an average attendance of 17, were held in a large room courtesy of the Men's Club. Activities included sports, music and games and the group started a basketball club as well as a choir.

The Ladies' Auxiliary was founded on February 23, 1909 by the ladies of the Anglican Church. The first President was Mrs. John Smith and original members included Sister Frances, Mrs. Bird and Mrs. Lye of Vancouver. In 1912, Mrs. Butt was installed as president and Miss Marion Butt as Secretary.

The auxiliary repaid the funds loaned by Mr. Price for the construction of St. Catherine's Church. Through the sale of needlework and the presentation of plays and concerts, the Ladies' Auxiliary raised \$500.00.

The group also donated their time as well as handwork, such as communion linens, to various other missions. Mrs. Van Nostrand was well known for the quality of her embroidery work.

1914		Catholic Church		Last Sunday of each month				
Jan	25	To Rent of Lodge Room				1 00		
Feb	22	" "				1 00		
Mar	29	" "				1 00		
April	26	" "				1 00		
"	28	By cash (Refunded)						0 00
May	31					1 00		
June	28					1 00		
July	9	By cash						6 00
	26	Rent				1 00		
Aug	31	"				1 00		
Sept	27	"				1 00		
Oct	25	"				1 00		
Nov	17	By Cash						2 00
"	"	" Credit (no meeting Sept 27)						1 00
"	29	To Rent				1 00		
Dec	27	" "				1 00		
"	31	By Credit (no meetings)						3 00

Agricultural hall rental list, 1914, for Roman Catholic services, Port Coquitlam. Courtesy S.F.U. Archives.

The Indian Church

The #1 Indian Reserve in Coquitlam was located on the west bank of the Coquitlam River, on the Pitt River Road. It covered 6½ acres of land and had its own Roman Catholic church in 1912.

In later years, other denominations also formed congregations and built churches in Port Coquitlam.

Our Lady of the Assumption Catholic Church

Before 1934, Catholics travelled regularly to Mailardville or New Westminster to attend church until Father Finnigan, of St. Michael's in Sapperton, began to provide Port Coquitlam families with a local Mass. Families who gathered in the locations Father Finnigan organized included the LaFleur's, Latus', Chapmans, Nicolas, Wildes, Hamiltons, Zappias, Winters and Walds.

Eventually, Father Finnigan was able to purchase a lot and with the help of the parishioners, the construction of Our Lady of the Assumption Catholic Church was completed. The congregation was so anxious that services were held in the church even before it could be completed.⁸ Soon afterward, living quarters for Father Finnigan were added to the back of the church. He was succeeded by Father James Berry in 1943 who, by purchasing the adjacent lot, was able to accommodate a rectory. In 1946, Reverend J.P. Kane replaced Father Berry as the local priest.⁹

The Evangelical Free Church

Before October 1, 1949, Evangelical services for parishioners in Port Coquitlam were conducted by ministers sent from New Westminster. Before the Evangelical Free Church of Port Coquitlam was fully completed, members began to use the facility for Sunday services and school. Reverend B. Burrell was placed in charge on a temporary basis and before year's end was replaced by Reverend H. Goertz. The church, built in 1949 at the corner of Flint and Prairie, operated as "Home Mission's out-point of the New Westminster church" until its charter was obtained in 1954.¹⁰ The longest-standing member, Rosina Morrill-McLachlan joined the church in 1932 when she and her husband, Bill, came to settle on Hastings Street.¹¹

Grace Gospel Tabernacle

In 1949, Reverend J. Harder organized Sunday services that were held in Port Coquitlam's Masonic Hall. With financial assistance from the Evangelistic Tabernacle in Vancouver, local members were able to construct the tabernacle at 2644 Mary Hill Road in 1955. The first Pastor was R.G. Veale and Irene Nicholson, who joined the congregation in 1961, is the "longest-running member." In 1969, the Grace Gospel Tabernacle at 2606 Kingsway Avenue was completed and today, further expansion of this facility is being considered.¹²

The Hope Lutheran Church

Reverend Carl Baase regularly provided services and

Sunday School in the Garden Hill Funeral Chapel for the local congregation, before the church purchased property on York Street in 1956. The house that stood on the 1½ acres of property served as a parsonage and the church, constructed by Coyne and Ratcliffe, was dedicated on October 21, 1956. Reverend Baase's successors included Reverend Paul Hein, Reverend Mayo Mellecke and Reverend E.B. Fox. In 1977, the Reverend Fox passed away and on March 5, 1978, Reverend Harold Ruf was installed as pastor. The adjacent half acre of property was purchased from E. Fawdry and the original building torn down to make way for the larger facility which seats 475 people. The corner-stone of the original church was mounted in the wall of the new church on June 1, 1980 and on August 10 of the same year, the new facility was dedicated. The congregation then numbered 381. Sadly, on April 16, 1981, the church was razed by arson. Rebuilding was done by the original construction company, Renco Construction Limited and membership increased by 200 members within a very short time! On August 30, 1986, Reverend Ronald Towriss became the overseer and Vicar James Scholz was appointed for a one year training period. The following August, Andy Kahle became the next vicar.¹³

The Southside Baptist Church

In June of 1945, the old Bel-Air Manor on Tyner Street became the Northwest Baptist Bible College. It was not until June 22, 1952, however, that a local Baptist Church was formally organized. Appointed were J.G. Yoder as pastor and the Reverends G.R. Dawe and J.H. Pickford. On June 25, the name of College Regular Baptist Church was chosen and although having both a college and church within the same building was not ideal, the congregation grew. On August 18, 1954, Pastor Reverend Donald Reid replaced Pastor Yoder. On June 8, 1955, the present property on Pitt River Road and Mary Hill was purchased for \$1,800. Members raised \$5,000 in less than two years and offered their volunteer labour, and the Southside Baptist Church was dedicated on August 3, 1958.¹⁴

The Victory Baptist Church

The Victory Baptist congregation was organized in 1982 and Sunday services were provided on a regular basis at Port Coquitlam's Elk's Hall. In October of 1986, the Victory Baptist Church at 2191 Prairie Avenue was completed to accommodate the members of the church.¹⁵

In 1988, the city of Port Coquitlam has grown to include numerous houses of worship of varied denominations. Other churches include:

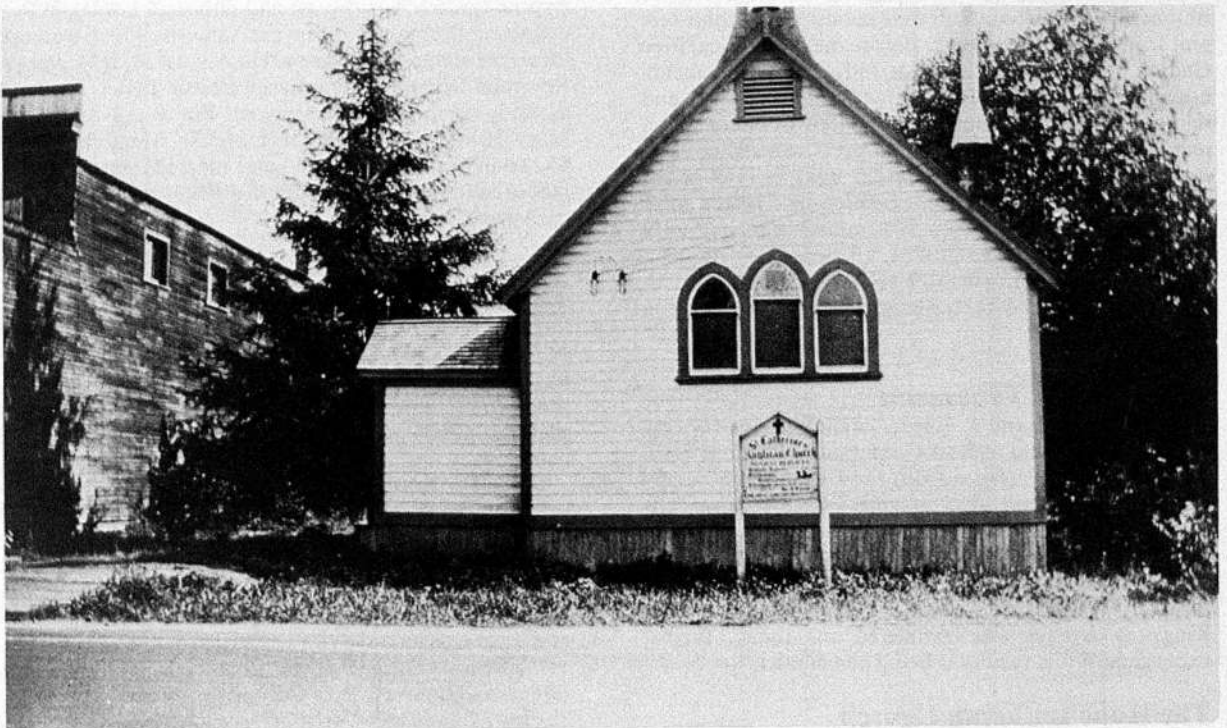
Burke Mountain Bible Fellowship which meets at Westwood School, 3610 Hastings Street, Port Coquitlam
Mary Hill Baptist Church, 2145 Nova Scotia Avenue, Port Coquitlam

Northside Chapel of the Foursquare Church, 1477 Lougheed Highway, Port Coquitlam

Port Coquitlam Christian Assembly, 1932 Cameron Avenue, Port Coquitlam



St. Catharine's Sunday School picnic at Hoy Creek, 1920's. Front: Mrs. Bonson and Mrs. Hayes. Back: Mrs. Smith, Mrs. Bishop, Mrs. Scott, Mrs. Baumgartner and Mrs. Jackson. Courtesy Margaret Jackson.



The original St. Catharine's Church of England, built in 1910. Photo taken 1920's. Courtesy Margaret Jackson.



*The sod-turning ceremony for the construction of Our Lady of the Assumption Catholic School.
Courtesy Jo Making*



*First Confirmation, Roman Catholic Congregation, Port Coquitlam.
Courtesy Jo Making.*



*The original Trinity United Church, moved in 1947 to this
Shaughnessy Street and Whyte Avenue site. Courtesy Stephanie
Friesen (nee Stewart).*



The Methodist Mission, built in 1882, was the first religious structure in the city. Courtesy Harry Mounce.

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SPORTS IN COQUITLAM, 1901 TO THE 1910'S

At the turn of the century, sports, especially football and baseball, were important community activities in Coquitlam. Players and spectators looked forward to the games, residents followed the games to the Fraser Valley, New Westminster and even to Vancouver. The city's pride in its winning teams was obvious.

Football:

Football, the game we today call soccer was one of Port Coquitlam's first organized sports. On Labour Day, 1901, the first football game in the Fraser Valley region was played at Black's Ranch. This was in the Red Bridge and Pitt River Road area just east of the Lougheed intersection.¹ The Coquitlam football team, The Ranchers, headed by Gus Millard, emerged victorious with the final score of 1-0. The Ranchers were a part of the Fraser Valley League, but were later to join the Vancouver Mainland League.²

In 1909, the Coquitlam football team captured the Iroquois Cup and in 1910, the group became champions of the Lower Mainland.³ In 1911, the team went on to secure the Packenham Cup. The team line-up was O. Phillips, D. Millard, J. Stewart, A. Chamber, M. Marshall, G. Doyle, W. Wilson, C. Martin, F. Watson, J. Perkins and J. Black.⁴

The Packenham Cup, donated by the Packenham family of Mission, B.C., was originally a challenge cup. Two teams would play just one game; the victor was awarded the cup. To qualify, a team had to attain a certain level within the Fraser Valley League. The matches were always played in Mission, usually in April or May, or, sometimes at the annual fair and once on New Year's Day!⁵

The annual fair, at Mission City, traditionally held on the Labour Day weekend, featured a full line-up of sports, usually including a Packenham Challenge Match, lacrosse exhibition games and the second round of play-offs for the Iroquois Cup, horse races, buggy races and many track events, and of course 'tug-of-wars'. Port Coquitlam residents often attended the Mission Fair especially to see the games. In the 1911 celebrations, the line-up for Coquitlam's Junior Lacrosse Team included the players, D. Millard, A. Millard, A. Mouldey, H. Greer, C. Rowland, D. Rowland and H. Routley. Four Mission players joined them to fill in for absent members.⁶

In the second round of play-offs for the Iroquois Cup, Cedar Cottage and Coquitlam were tied, however, the Coquitlam team ultimately emerged victorious. The 1912 football team included members B. Worrall, M.



Football Club trophies, c. 1910. Courtesy SFU Archives.

Marshall, Hartree, Alfonetti, Millard, G.R. Leigh, W. Wilson, J. Black, J. Hannan, F. Watson and A. MacKenzie. The city colours were black and gold.⁷

Port Coquitlam's own Inauguration Day in 1913, included a football game in which Coquitlam defeated Southhill. This was no doubt due to the outstanding performance of the team's first goal keeper, T.J. Routley!⁸ He was succeeded by Billy Pringle, Fred Watson and finally in 1914, Bill Worrall.

In 1914, The Coquitlam football team played a total of 13 games. They lost none, three were draws and the remaining 10 were wins!⁹

World War I and the absence of most of Port Coquitlam's young men brought an end to organized sports for some years. Not until 1920, did Port Coquitlam organize a team strong enough to compete in the Vancouver District League. Officers of the 1922 football club were Honourable President, Dr. Crease, M.D., President A.R. Millard, Vice-President, R. MacKinlay, Secretary-Treasurer, R. Shearer, Executives, the Reverend Mr. Mark, Robert Kellogg, Tom Dryoborough and George Marsh. This was the line-up for the game played in Vancouver July 29, 1922.¹⁰

The winning team of the Vancouver District League qualified for both the Imperial Cup and the Provincial Cup competitions. Winning either cup placed the victorious team as champions of the province! One particular Imperial Cup game involved the Coquitlam Wild Duck Inn football team. The outstanding scoring of five goals by player, Wally Wingrove, led the team to a final victory of 6-2 over the Sapperton Athletics.¹¹

Baseball:

Baseball was also popular in Port Coquitlam, especially during the 1910's.

Port Coquitlam's first recorded team game was played in 1901 as part of the festivities at Black's Ranch. Dan Welcher, a baseball player for many years, displayed his talents on that occasion. Regarding the details of the game, little is recorded, except the description: "there were as many fights as runs!"¹²

The annual July Orangemen's celebration, included feature baseball games in their line-up of events. Among teams who played at the fair in 1910 was the C.P.R. baseball team of Coquitlam who had the reputation of having "won every game and beaten everyone as far east as North Bend."¹³

In 1912, Dan Welcher was president of the team. The Vice-President was Robert Graham, Secretary-Treasurer was Carroll Woods and committee members included W.S. Meek and D.T. Stewart.¹⁴

Mayor Mars pitched the first ball in the May 3 game between the Port Coquitlam team and the Hastings Club, both of the British Columbia Baseball League. This was the first in a series of competitions to determine the championship of the province. The five teams competing were Port Coquitlam, Fraser Mills, New Westminster, North Vancouver and the Hastings Athletic Club. Each team would play eight home games and eight games on the road, totalling 80 games, from which the most powerful would emerge victorious. Team members

included Captain Smith and players, Kennedy and Ruell.¹⁵

In 1919, the Dewdney Baseball League was formed and the victor of the annual championship was presented with the P.D. Roe Trophy. This cup was donated by Port Moody's first mayor.¹⁶ Port Haney was the first team to secure the cup in 1920, however, Port Coquitlam's local team captured it in 1924 and again in 1933.¹⁷ In 1934, the Coquitlam team became British Columbia's champions. William Routley, who owned The Wild Duck Inn, sponsored and coached many teams over the years, as did Gene Boileau, the owner of the local barbershop and pool hall.

Lacrosse:

In 1890, the British Columbia Lacrosse Association was formed. The three teams organized were: The Vancouver Crab Eaters, The Victoria Clam Diggers and The New Westminster Salmonbellies.

Port Coquitlam promoted a local lacrosse team too. The 1912 lacrosse team won the Malkin Cup. Team line-up was Dunsmuir, Cooper, McEwan, Millard, Coutts, Sangster, Black, Feeney, McGreavy, and MacDonald.

Sports in general at this time were encouraged by the councils of the cities and districts within the Lower Mainland since winning teams were grand advertisements for the city. Port Coquitlam's, boys' had a strong rural background, were physically fit and able to compete with any contender.

The amateur lacrosse leagues did survive through to the 1920's but field lacrosse gradually came to an end in the 1930's with the development of box lacrosse.¹⁸

Wrestling:

In 1913, the City Council of Port Coquitlam accepted the recommendation of the Boxing Commission regarding the detail and regulation surrounding wrestling, although under whose jurisdiction the sport of wrestling would fall, had not been established. Apparently, the Boxing Commission was convinced that a "good clean sport should be encouraged, but 'fake entertainments' are becoming too common."¹⁹ They were suspicious of the intention of those participating in the sport and felt that it lacked the necessary regulation.²⁰ Unfortunately, this controversy stunted the growth of the sport in the city somewhat, which had produced a strong contender for the Canadian Lightweight Championships, Charlie Kelly.²¹

After the First World War, wrestling began to increase in popularity as a form of entertainment for the spectators, rather than as a serious, more disciplined sport. The audience enjoyed the spirited bouts of a lighter nature.

Grass Hockey:

1901 saw the establishment of grass hockey on Vancouver Island and in the following year, Vancouver high school girls' teams were organized. By 1912, Port Coquitlam's Young Ladies, Grass Hockey team had the reputation of being very competitive. A match between the New Westminster High School group and the local

team was played on the Inauguration Day, and was thought of as one of the most exciting of all the scheduled sports events.²² In 1927, the Lower Mainland Women's Grass Hockey Association was formed. The name of this group was changed in later years to The Vancouver Women's Field Hockey Association.²³

Tennis:

The Coquitlam Tennis Club was formed in August, 1912. President was R.W.L. Raynes, Secretary-Treasurer was P.J. MacIntyre. Other executives - W.D. Godwin, W. Thursby, and R. Carruthers. The courts were north of the C.P.R. mainline, facing Shaughnessy, opposite Wally's Garage. Annual membership fees were \$5.00 for men and \$2.50 for the ladies. The Wilson Avenue Tennis courts used today, were built in 1950.²⁴ Port Coquitlam residents also played tennis at Colony Farm and Essondale.

Cricket:

In 1912, the B.C. Cricket Association was formed and produced a team to represent British Columbia in the inter-provincial championships.²⁵

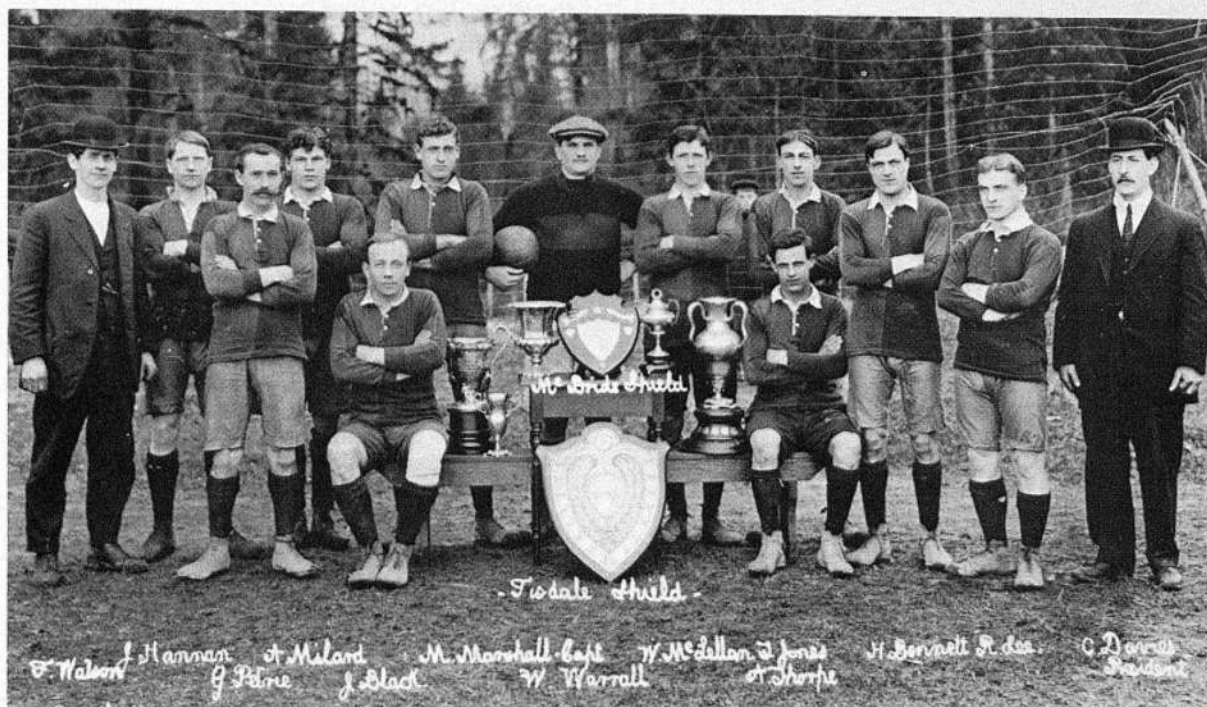
As the game of cricket was popular amongst the upper class of the country, certainly any up-and-coming community would be wise to promote the growth of this sport!

Port Coquitlam organized a cricket club and in 1913, the officers were President, Frank Seabrook, Secretary-Treasurer, G.P. Bainbridge, Captain, B.M. Tomlinson, and Vice-Captain A.B. MacKenzie. Matches were held on a regular basis at the impressive Agricultural Hall Fairgrounds.²⁶

The "Social Jottings" of *The Coquitlam Star* often mentioned club meeting times and subjects to be considered. In 1913, a one inning match was scheduled for May 24 "the first of the season..." in "the shape of an all day game against Mission."²⁷ With the advent of World War I, cricket interest died!



Coquitlam's trophy winning Football Club, 1909. Courtesy S.F.U. Archives.



Coquitlam's champion Football Club, c. 1910. Courtesy S.F.U. Archives.



Port Coquitlam Baseball Team, c. 1916. Courtesy Norma Warren.

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This 1933 photo of Port Coquitlam High School's Basketball team is proof that the city's girls also enjoyed athletic activity! Courtesy Margaret Jackson.



THE CITY CELEBRATES INCORPORATION

April 18, 1913

"The day was the brightest and warmest of the year so far, the holiday crowds were the gayest ever assembled in the district, and the visitors and guests, both in their set speeches and conversation, displayed a spirit of optimism and confidence as to the future that was very gratifying to the citizens of the newest and most discussed community in British Columbia, Port Coquitlam."¹

From all accounts, Friday, April 18, 1913, Inauguration Day, was extremely well planned and very successful. As the *Coquitlam Star* reported, "almost every incident of the day...(brought) home to each citizen the lesson that the day of Port Coquitlam had indeed come."²

Originally, an Incorporation Celebration Committee had planned a "monster demonstration" for May 24, 1913 - Empire Day, including "a calathumpian parade...(with) every vehicle and motor in the city."³

Not everyone was satisfied with these arrangements,⁴ however, and, in the end, the Incorporation Committee itself planned the day and the new City Council named the 18th a public holiday for Port Coquitlam.

The inaugural ceremonies and activities were covered in all the Lower Mainland newspapers, for example, New Westminster's *British Columbian* and the *Vancouver Sun*. Port Coquitlam's City Council also had the Canadian Photo Company of Vancouver photograph events throughout the day. These were then bound into a leather album, from which all the 1913 photographs in this chapter were taken.

Most of the day's events were family oriented and began at 10:30 in the morning at Central School as the Mayor, James Mars, Esq., J.P., presented the local school children, "many native Coquitlamites," with commemorative medallions. All then marched to the Agricultural Hall.

As always, sports played a large part in the activities.



City officials and school children marching down Dewdney Trunk Road to the Agricultural Grounds, Inauguration Day, 1913. Courtesy S.F.U. Archives.



Mayor James Mars presenting civic medallions to the school children, Inauguration Day, 1913. Courtesy S.F.U. Archives.



Childrens' races, Inauguration Day, 1913. Courtesy S.F.U. Archives.



Coquitlam City band, Inauguration Day, 1913. Courtesy S.F.U. Archives.

Children's races took up much of the morning with straight races for the girls and straight and novelty races for the boys. "In the mixed races, the girls showed up well in competition with the boys." These included a 100 yard dash and a three-legged race. The winners of the 100 yard dash were: 1st, C. Rowland, 2nd, D. Deveau, 3rd, Alice Millard.

Those winning the three-legged race were: 1st, C. Rowland and H. Mouldey, 2nd, H. Routley, and A. Routley and 3rd, Bella McLean and Janet Millard. ⁵

A baseball game and a tug-of-war for the men followed at 1 and 2:30 p.m. after the children's lunch. No outside team was able to come, because it was a working day, but a game had been arranged between Port Coquitlam's married men and its bachelors. However, the married men who had challenged the bachelors, withdrew at the last moment! and a 'scratch' team, McIlveen's Mixers appeared to play Coquitlam's Regulars. Although the Mixers played well, especially in the first part of the game, the Regulars soon overtook them, winning 24 to 12. ⁶

The teams lined up as follows: Mixers - Mulakusky, c; Anderson, lb; Dunsmuir, 3b; Watson, 2b; Simpson, ss; Cushman, p; McIlveen, cf; Brown, lf; McKay, rf. Ames replaced Simpson at short in the seventh.

Regulars - Robinson, c; Scott, p; Depuis, lb; Maitland, 2b; Smith, 3b; Dodson, ss; Riley, rf; McGeer, cf; Campbell, lf. Riley replaced Robinson behind the bat in the fifth frame. ⁷

"In the tug-of-war, three teams of civic employees entered, making it necessary for a double pull for the winners. Flood's team, composed of Tomlinson, McKinley, Elliott, Hansen, Pierce and McNeil, successfully pulled Hawthorne's team and McGarva's men.

Against McGarva's rope pullers the winners had an easy pull, for while equal in weight to the successful team the men did not know how to get away on the pull and tried by individual effort to overcome the trained men opposite them.

It was evident from the manner in which the men comprising Hawthorne's team made ready to go back with the rope on the strain that they had some little knowledge of the game. This was proved with the signal to pull, for both sides got down to it in earnest and for several minutes the taut line did not move either way more than a fraction of an inch. Finally cheered on by the enthusiastic spectators, Flood's men made a concerted effort and dragged their opponents across the line." ⁸

Both the football team and Port Coquitlam's Girls' Hockey Club had matches later in the afternoon. Neither was defeated. The local boys won over the South Hill Team from Vancouver too easily, 5 - 1, but the hockey game did not disappoint the spectators. "In this event the play was hard and fast and the score even." ⁹

The Girls' Hockey Team included: Coquitlam - goal, Miss Isaacson; backs, Misses Millard and Ballard; halves, Misses Millard, King and Deveau, forwards, Misses Welcher, Knight, Greer, McKay and McLean.

Mayor Mars, boys', girls' and Women's Institute representatives then ceremoniously planted maple trees near the Agricultural Hall. These, as Dr. Esson Young (Provincial Secretary and Minister of Education) explained to the children symbolized "Canada, the Land of Equal Rights, Liberty and Education - everything in fact that meant good citizenship." ¹⁰

Although some visitors from New Westminster, including R.A. Stoney, organizer for the International

Typographers' Union and a member of the Provincial Labour Commission attended the daytime events, for the most part, they were enjoyed by Port Coquitlam's own families. Throughout the day, Port Coquitlam's future must have been in the back of everyone's minds, but no doubt conversation centred on more immediate concerns, for example, the city's negotiations with Dr. G.A. Sutherland for a park site next to the proposed hospital on St. Mary's Heights, "the most picturesque locality in Port Coquitlam."¹¹ More likely, perhaps, were discussions about the 1913 baseball season to begin May 3rd and the controversy surrounding Sunday games. At the last council meeting, City Council had voted to reduce civic employees' work week by a half day on Saturday, thus making Sunday ball games unnecessary. Sixty-three out of the eighty civic employees presented a petition to council the week after the celebration asking for the restoration of the eight hour day. (Council accepted.)

The evening's activities, however, especially the all-male banquet hosted by the City Council and the Incorporation Committee in the Commercial Hotel, were more formal events. Those invited included Members of the Provincial Parliament, E.C. Tisdall, W.J. Manson and Esson Young, Lower Mainland Reeves and Mayors and representatives of most major companies and members of the press. The dinner, clearly meant as a promotional affair, apparently impressed some from out of town with the facilities available which rivalled "any first class hotel in the country."¹² The after-dinner speakers all confidently referred to Port Coquitlam's industrial future. For example, C.E. Tisdall, M.P.P. for Vancouver, instrumental in passing the city's incorporation bill through the provincial parliament, remarked on the importance of the city's location. Port Coquitlam's easy access to water and rail transportation would ensure the city's development as a major trading centre and soon, "with the opening of the Panama Canal, Port Coquitlam would become more prominent as a shipping centre."

Port Coquitlam's Mayor Mars expressed his optimism saying that "He would have to run the risk of arousing the jealousy of Vancouver and other cities if he stated his faith in the future of Port Coquitlam."¹³ He prophesied that the city would enjoy a population growth from the present 2,000¹⁴ to over 10,000 within the following three years, based on the expected increase in Asian trade.

City Alderman Langan pointed out that the population had risen from 125 in November of 1910 to 2,000 in this inaugural year, with revenues estimated at the \$100,000 level. To the amusement of many, in recalling the recent examples of Calgary, Winnipeg and Edmonton, he toasted Port Coquitlam, saying "Port Coquitlam would advance to meet Vancouver and would probably absorb that city."¹⁵ He concluded by paying tribute to the work that the Coquitlam Terminal Company had done for Port Coquitlam.

Responding to this toast, H.P. Simpson, President of the Coquitlam Terminal Company, stressed that his company was putting profits back into its holdings in

order to provide security to attract investors and was prepared to support the financial community of the city.

W.J. Manson, M.P.P. for Dewdney, offered the Provincial Toast to Dr. Young. In acknowledging the compliment, Young noted that the luxurious hotel at which they were dining, illustrated the city's progress. He explained that he and Dr. Doherty (of the Provincial Mental Hospital) had purchased Port Coquitlam farmland at \$5 per acre in the not-so-recent past which now housed buildings similar to the Commercial Hotel.

Although optimistic, Young warned against relying solely on commerce and not developing farming in the city. "I have no wish to be a wet blanket here, but I am anxious that we should not live in a fool's paradise, with all our land mortgaged." He encouraged investment in larger, productive farms, and not 33 foot lots! His words received a large round of applause.

The assistant manager of the Western Canada Power Company Limited, W. McNeill, offered The Toast of the Neighbouring Municipalities. Among those replying to this toast was Mayor Grey of New Westminster, who wished Port Coquitlam every success in her endeavours and recommended that the Provincial Government should guarantee all municipal bonds and debentures issued to raise capital for road construction.

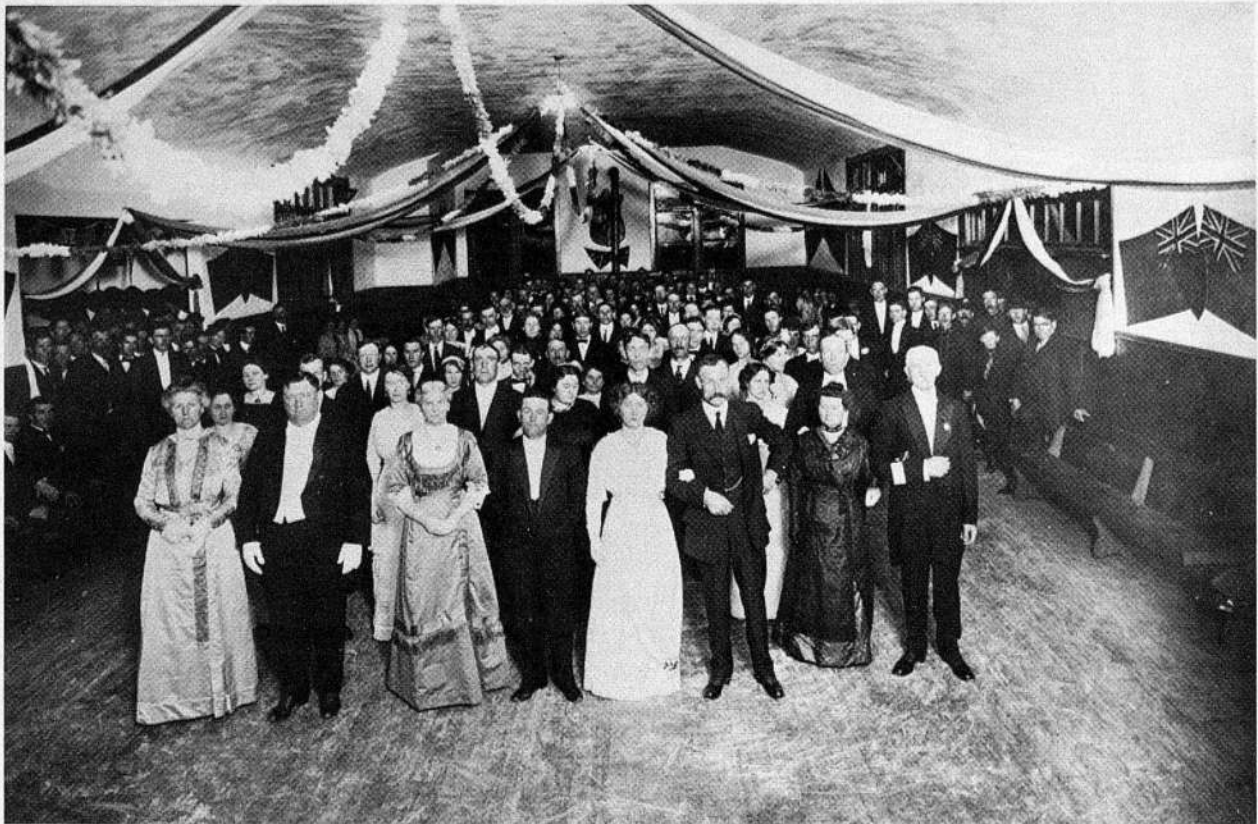
Reeve Barth of the District of Coquitlam also toasted Port Coquitlam and prayed that its success continue.

The Toast to the Ladies was on a lighter note. President of the New Westminster Board of Trade, John Lee complimented the women of the province on their contribution to its growth. He referred to their, Grand Old Mother,' the Fraser, as being the parent of prosperity.

E.H. Heaps, of real estate fame, encouraged real estate profiteers to return some capital to the economy of the city and recommended concentration on the shipping industry. If no port was soon secured here, he felt one would be established south of the border. He then returned to the Ladies' Toast, acknowledging that "it takes a good man to keep level with The Ladies - who believe they should have equal rights with men."¹⁶ Incidentally, this comment, like the original toast, was responded to with great laughter.

The final toast of the evening by E.J. Crehan of the Press, acknowledged both the oldtimers' preparation of the area for the coming of industry and the work of the press in educating the people and heralding the good news of prosperity. R.W. Hulbert, Editor of *The Coquitlam Star*, expressed the appreciation on the part of all newspapermen that their efforts had not gone unnoticed. He reassured his listeners that, although criticized at times, the press would spread the news of the existing business climate to the outside world with the intention of attracting the investment necessary for continued growth. The banquet closed with Manson leading the singing of "God Save the King."

No better description of the Inaugural Ball, held in the Agricultural hall, can be found than this report from *Coquitlam Star*, which included the names of most present, a Who's Who' of the city's first year.



Grand Ball, held at the Agricultural Hall, Inauguration Day, 1913. Courtesy Port Moody Station Museum Society.



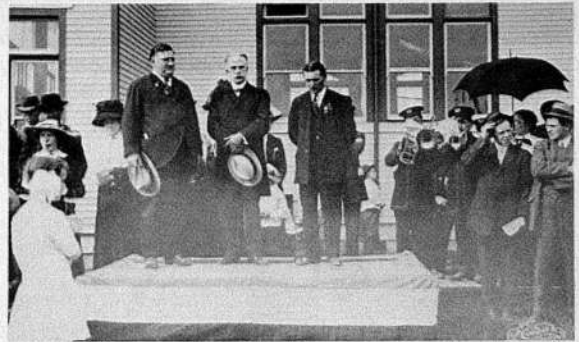
Commemorative Tree Planting, Inauguration Day, 1913. Courtesy Port Moody Station Museum Society.



Presentation of silver trowel to Mayor J. Mars, Inauguration day, 1913. Courtesy Port Moody Station Museum Society.



Mayor Mars' address to the children of the city, Inauguration Day, 1913. Courtesy Port Moody Station Museum Society.



Mayor Mars' delivery on the future of the new city. Courtesy Port Moody Station Museum Society.

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12. *Coquitlam Star*, April 23, 1913.
13. *Coquitlam Star*, April 23, 1913.
14. *Coquitlam Star*, April 23, 1913.
15. *Coquitlam Star*, April 23, 1913.
16. *Coquitlam Star*, April 23, 1913.

PORT COQUITLAM - FRESHWATER PORT

1914 - 1919

Immediately upon incorporation, the city fathers began programmes to provide appropriate civic services and facilities for their new industrial city. Between March 7, 1913 and the beginning of World War I, the city issued debenture bonds totalling almost \$290,000. In addition, the city assumed a large portion of the District of Coquitlam's 1892 and 1911 debentures. Although Port Coquitlam's economy initially gained from the local war effort, by 1916, the city had suffered serious losses. It would take decades for the city to recover.

By the beginning of 1914, civic officials could see that Port Coquitlam's future would depend on a change in the nation's economy. The entire country was in a

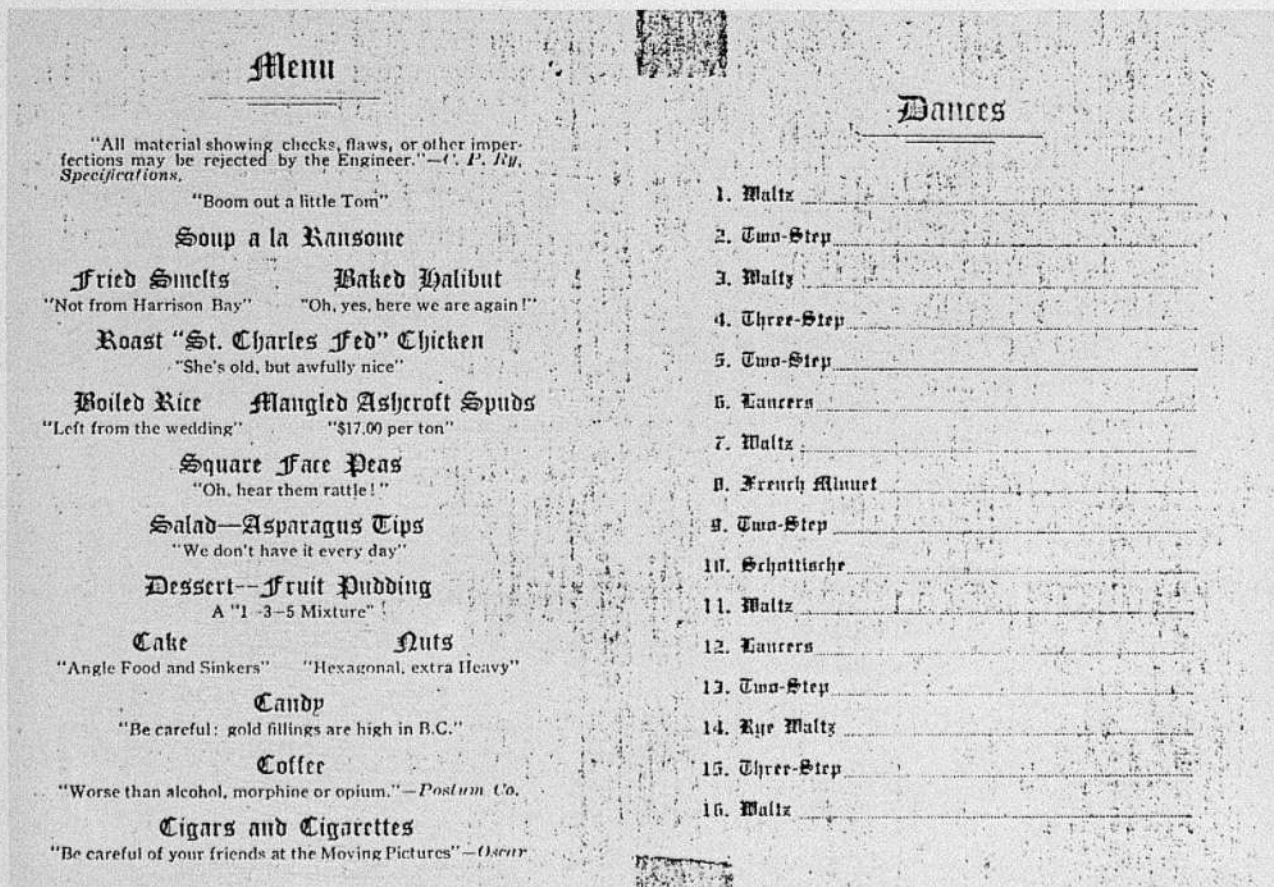
slump. Port Coquitlam, already committed to public works spending, needed new revenue.

By August 4, 1914, Canada was at war. The hope of government contracts bolstered the local economy, and for the first year, Port Coquitlam seemed prosperous.

Port Coquitlam's main wartime industry was shipbuilding.

The Pacific Construction Company was one of the Lower Mainland's four largest shipyards. Originally, the Standard Construction Company, incorporated in 1905, in 1914, this company took over the yards of the Coquitlam Shipbuilding and Marine Railway Company.

At its peak, Pacific Construction employed 500 men and its payroll was almost \$3,000 a day. ¹ Altogether,



During 1914, Port Coquitlam continued to prosper and celebrated the opening of the C.P.R. bridge over the Pitt River. Above is a dinner and dance card issued to those in attendance. Courtesy S.F.U. Archives.

TAX SALES.

CITY OF PORT COQUITLAM.

SALE OF LANDS FOR TAXES IN THE CITY OF PORT COQUITLAM, DISTRICT OF NEW WESTMINSTER, PROVINCE OF BRITISH COLUMBIA, 1918.

I JOHN SMITH, Collector of Taxes for the Corporation of the City of Port Coquitlam, hereby give notice pursuant to the "Municipal Act" and amendments thereto, and to resolution of the Council of the said Corporation, that on Tuesday, the 24th day of September, 1918, at the hour of 10 a.m., at the City Hall, Port Coquitlam, B.C., I shall offer for sale at public auction the lands and real property of the persons on the list hereinafter set out for delinquent taxes and subsequent taxes in arrear, and for interest and for costs and expenses of such sale, if the total amounts respectively due in respect of each parcel be not sooner paid.

All the lands described in the following list are in Group 1, New Westminster District:—

Name.	Description of Property.	Taxes.	Costs.	Total.
		\$ cts.	\$ cts.	\$ cts.
Pickles, F. W.	Lots 19, 20, Bk. 4, S. 1/2, D.L. 4, Tp. 39	12 88	2 64	15 52
Wilson, J. B.	Lots 50, 51, Bk. 22, D.L. 168, 169	22 28	3 12	25 40
Ryan, M. J.	Lots 52 to 57, Bk. 22, D.L. 168, 169	66 84	5 36	72 20
Flynn, George	Lots 27 to 36, Bk. 23, D.L. 168, 169	111 40	7 60	119 00
Wilson, J. B.	Lots 1 to 6, Bk. 29, D.L. 168, 169	66 84	5 36	72 20
McNair, Minnie	Lots 7 to 10, Bk. 29, D.L. 168, 169	44 56	3 24	48 80
Wilson, J. B.	Lot 11, Bk. 29, D.L. 168, 169	11 14	2 56	13 70
Wilson, J. B.	Lots 12 to 19, Bk. 29, D.L. 168, 169	80 12	6 48	86 60
Wilson, J. B.	Lots 20 to 27, Bk. 29, D.L. 168, 169	33 42	3 68	37 10
Bennett, R. B.; Griffin, J. Y.; McVicar, Hugh	Lots 10, 11, 12, Bk. 2, S.W. pt. A, D.L. 174	35 13	3 74	38 87
Bennett, R. B.; Griffin, J. Y.; Fowler, C. May, William	Lot 7, Bk. 3, S.W. pt. A, D.L. 174	14 29	2 71	17 00
Bennett, R. B.; Griffin, J. Y.; Phillips, W.	Lot 15, Bk. 5, S.W. pt. A, D.L. 174	10 69	2 53	13 22
Bennett, R. B.; Griffin, J. Y.; McVicar, Hugh	Lot 25, Bk. 5, S.W. pt. A, D.L. 174	14 29	2 71	17 00
Bennett, R. B.; Griffin, J. Y.; Stretton, R. P.	Lots 12 to 16, Bk. 7, S.W. pt. A, D.L. 174	42 30	4 10	46 40
Bennett, R. B.; Griffin, J. Y.; Knappen, T. M.	Lot 19, Bk. 7, S.W. pt. A, D.L. 174	11 04	2 55	13 59
Robertson, John McK.	Lot 24, Bk. 7, S.W. pt. A, D.L. 174	8 46	2 42	10 88
Langan, John E.	Lots 1, 2, Bk. N, S.E. pt., D.L. 174	32 42	3 62	36 04
Langan, John F.	Lots 17, 18, Bk. N, S.E. pt., D.L. 174	32 42	3 62	36 04
Langan, John F.	Lot 19, Bk. N, S.E. pt., D.L. 174	16 21	2 81	19 02
Langan, John F.	Lot 20, Bk. N, S.E. pt., D.L. 174	16 21	2 81	19 02
Langan, John F.	Lot 13, Bk. O, S.E. pt., D.L. 174	13 93	2 09	16 02
Weldon, John A.	Lots 3, 4, Bk. P, S.E. pt., D.L. 174	25 84	3 28	29 12
May, F. A.	Lot 15, Bk. P, S.E. pt., D.L. 174	12 92	2 64	15 56
Langan, John F.; Phillips, C. M.	Lot 16, Bk. P, S.E. pt., D.L. 174	12 92	2 64	15 56
Langan, John F.; Langan, Margaret	Lot 17, Bk. P, S.E. pt., D.L. 174	12 92	2 64	15 56
Langan, John F.; Langan, Margaret	Lot 18, Bk. P, S.E. pt., D.L. 174	12 92	2 64	15 56
Langan, George	Lot 19, Bk. P, S.E. pt., D.L. 174	12 92	2 64	15 56
McDougall, Mrs. Frank	Lot 3, Bk. Q, S.E. pt., D.L. 174	12 92	2 64	15 56
Tull, George F.	Lots 4, 5, Bk. Q, S.E. pt., D.L. 174	25 84	3 28	29 12
Royal Financial Corp., Ltd.; Vancouver Colonization Co.	Lots 16, 17, Bk. Q, S.E. pt., D.L. 174	25 84	3 28	29 12
Allan, A. L.	Lot 18, Bk. Q, S.E. pt., D.L. 174	17 72	2 88	20 60
Royal Financial Corp., Ltd.; Smith, Harry C.	Lot 13, Bk. R, S.E. pt., D.L. 174	12 92	2 64	15 56
Cedarholme, Annie	Lot 10, Bk. S, Resubdiv. 7-9, D.L. 174	17 72	2 88	20 60
Munn, Jas. A.	Lot 12, Bk. S, Resubdiv. 7-9, D.L. 174	12 92	2 64	15 56
O'Brien, E. O., and Heffernan	Lots 1, 2, Bk. T, Resubdiv. 7-9, D.L. 174	44 36	4 20	48 56
Cuthbert, John	Lots 3 to 7, Bk. T, Resubdiv. 7-9, D.L. 174	51 68	4 56	56 24
Coquitlam Terminal Co., Ltd.; Edgar, W. C.; Lilly, Robert	Lots 19 to 27, Bk. 1, D.L. 174, 289	150 15	9 74	165 89
Coquitlam Terminal Co., Ltd.; Wheaton, L.	Lot 17, Bk. 3, D.L. 174, 289	14 29	2 71	17 00
Coquitlam Terminal Co., Ltd.; Schultz, Frank	Lots 18, 19, 22 to 31, Bk. 3, D.L. 174, 289	101 76	7 04	108 80
Coquitlam Terminal Co., Ltd.; Edgar, W. C.; Lilly, Robert	Lots 1 to 36, Bk. 4, D.L. 174, 289	478 08	25 76	503 84
Ditto	Lots 1, 2, 7 to 18, 21 to 36, Bk. 5, D.L. 174, 289	485 80	26 08	511 88
Coquitlam Terminal Co., Ltd.; Gibson, Jos. McD.	Lot 11, Bk. 6, D.L. 174, 289	18 88	2 94	21 82
Coquitlam Terminal Co., Ltd.; Foster, H.	Lot 16, Bk. 6, D.L. 174, 289	26 08	3 30	29 38
Coquitlam Terminal Co., Ltd.; Dawson, L.	Lot 23, Bk. 6, D.L. 174, 289	26 08	3 30	29 38
Coquitlam Terminal Co., Ltd.; Pearlman, Mrs. E.	Lots 33, 34, Bk. 7, D.L. 174, 289	32 42	3 62	36 04
Coquitlam Terminal Co., Ltd.; Edgar, W. C.; Lilly, Robert	Lots 1 to 33, Bk. 8, D.L. 174, 289	572 55	30 38	602 93
Ditto	Lots 1 to 36, Bk. 9, D.L. 174, 289	478 08	25 76	503 84
Coquitlam Terminal Co., Ltd.; Myers, George	Lots 1 to 18, Bk. 11, D.L. 174, 289	212 48	12 56	225 04
Handyside, Jos.	Lot 14, Bk. 12, D.L. 174, 289	12 55	2 62	15 17
Coquitlam Terminal Co., Ltd.; Williams, A. T.	Lot 15, Bk. 12, D.L. 174, 289	12 85	2 64	15 49
Coquitlam Terminal Co., Ltd.; Chinn, Mrs. A.	Lots 23, 24, Bk. 12, D.L. 174, 289	25 10	3 24	28 34
Lake, K.	Lot 19, Bk. 13, D.L. 174, 289	23 41	3 17	26 58
Coquitlam Terminal Co., Ltd.; Russell, A.	Lot 2, Bk. 14, D.L. 174, 289	37 32	3 66	40 98
Coquitlam Terminal Co., Ltd.; Smith, Wm. F.	Lot 3, Bk. 14, D.L. 174, 289	56 51	4 82	61 33
Copp, Stanley H.	Lot 16, Bk. 14, D.L. 174, 289	26 08	3 30	29 38
Coquitlam Terminal Co., Ltd.; Lien-Jokken, A.	Lot 31, Bk. 14, D.L. 174, 289	56 51	4 82	61 33
Baird, H.	Lot 11, Bk. 15, D.L. 174, 289	26 08	3 30	29 38
Coquitlam Terminal Co., Ltd.; Lees, Thomas	Lot 16, Bk. 15, D.L. 174, 289	26 08	3 30	29 38
Coquitlam Terminal Co., Ltd.; Waddell, A.	Lots 17, 18, Bk. 15, D.L. 174, 289	33 22	3 68	36 90
Ross, James	Lots 1, 2, 3, Bk. 16, D.L. 174, 289	64 39	5 21	69 60
Coquitlam Terminal Co., Ltd.; Hamilton, J. L.	Lots 20 to 24, Bk. 16, D.L. 174, 289	126 30	8 30	134 60
	Lots 35, 36, Bk. 16, D.L. 174, 289	50 32	4 52	55 04

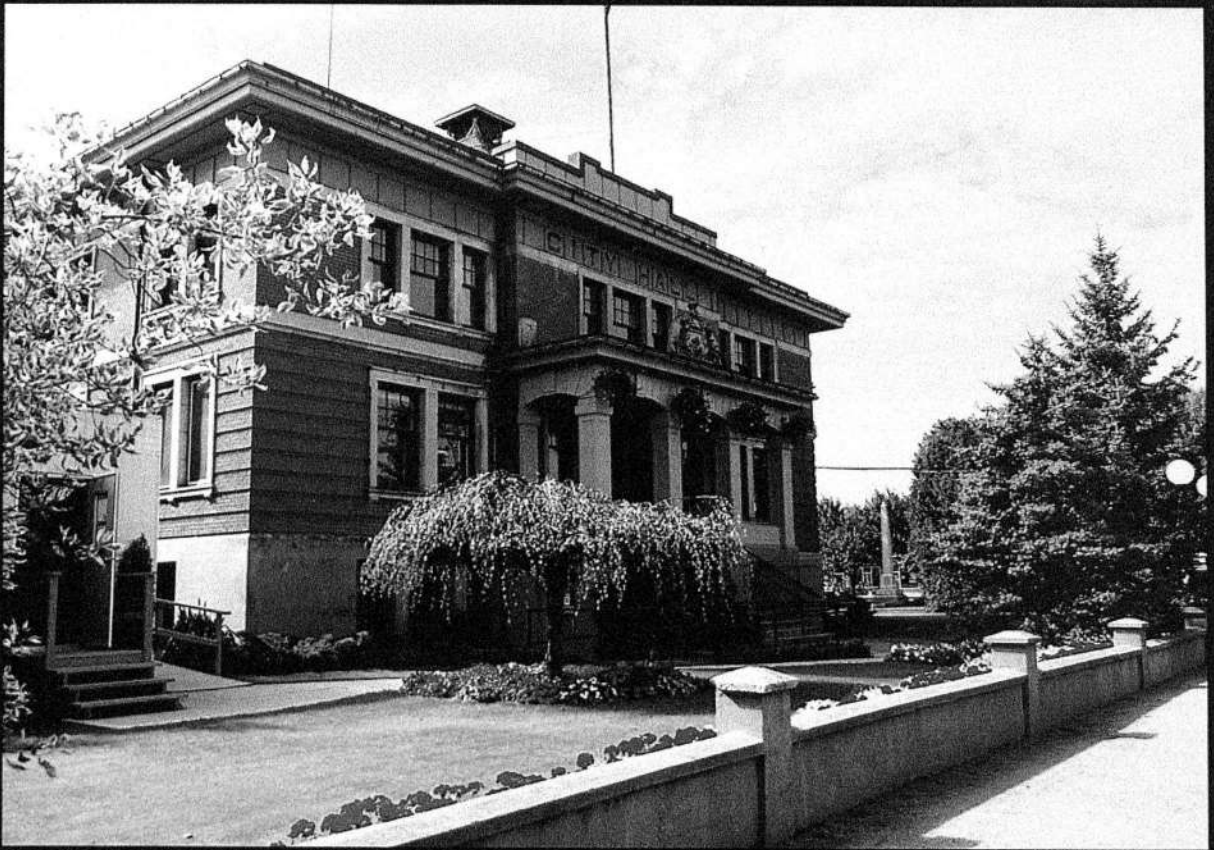
Port Coquitlam tax sale list, 1918. First of seven pages! B.C. Sessional Papers, 1918.



Looking northeast, showing the city
and the Pitt River.
Photography by Allen Aerial Photos



Looking west, showing C.P. Rail's pre-
sent day yards.
Photography by Allen Aerial Photos



Port Coquitlam City Hall, before renovations, 1987.
Photography by Elaine Cramer

The spade used by Port Coquitlam's first Mayor, James Mars, at
Inauguration Day tree planting in 1913. The gavel was later
presented to the city by his brother, Arthur Mars, Mayor from
1919 to 1924.

Photography by Elaine Cramer



Port Coquitlam City Hall, Christmas, 1979.
Photography by Elaine Cramer





Port Coquitlam's newest fire truck, 1987.
Photography by Elaine Cramer

Port Coquitlam R.C.M.P., 1987.
Photography by Innervision Photographic

Port Coquitlam)Coquitlam R.C.M.P. Station, 3000 Christmas Way, Coquitlam; amalgamated in 1973 to save administration costs.
Photography by Elaine Cramer





Terry Fox about to receive the Order of Canada, Port Coquitlam City Hall, September 19, 1980.

Photography by Elaine Cramer

Statue of Terry Fox by sculptor, George Pratt at the Terry Fox Library.

Photograph courtesy of City of Port Coquitlam





Hyde Creek, today the site of the city's sports centre and indoor pool. This pool is a joint venture between the city and School District #43.

Photography courtesy of City of Port Coquitlam

The Blue Heron is one of many varieties of wild birds, making its home on the Pitt River.

Photography by Elaine Cramer

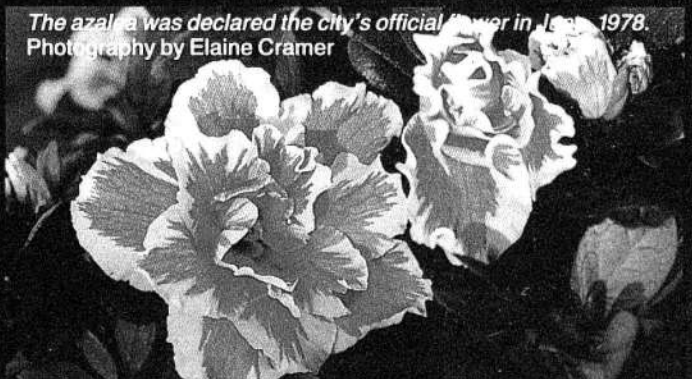


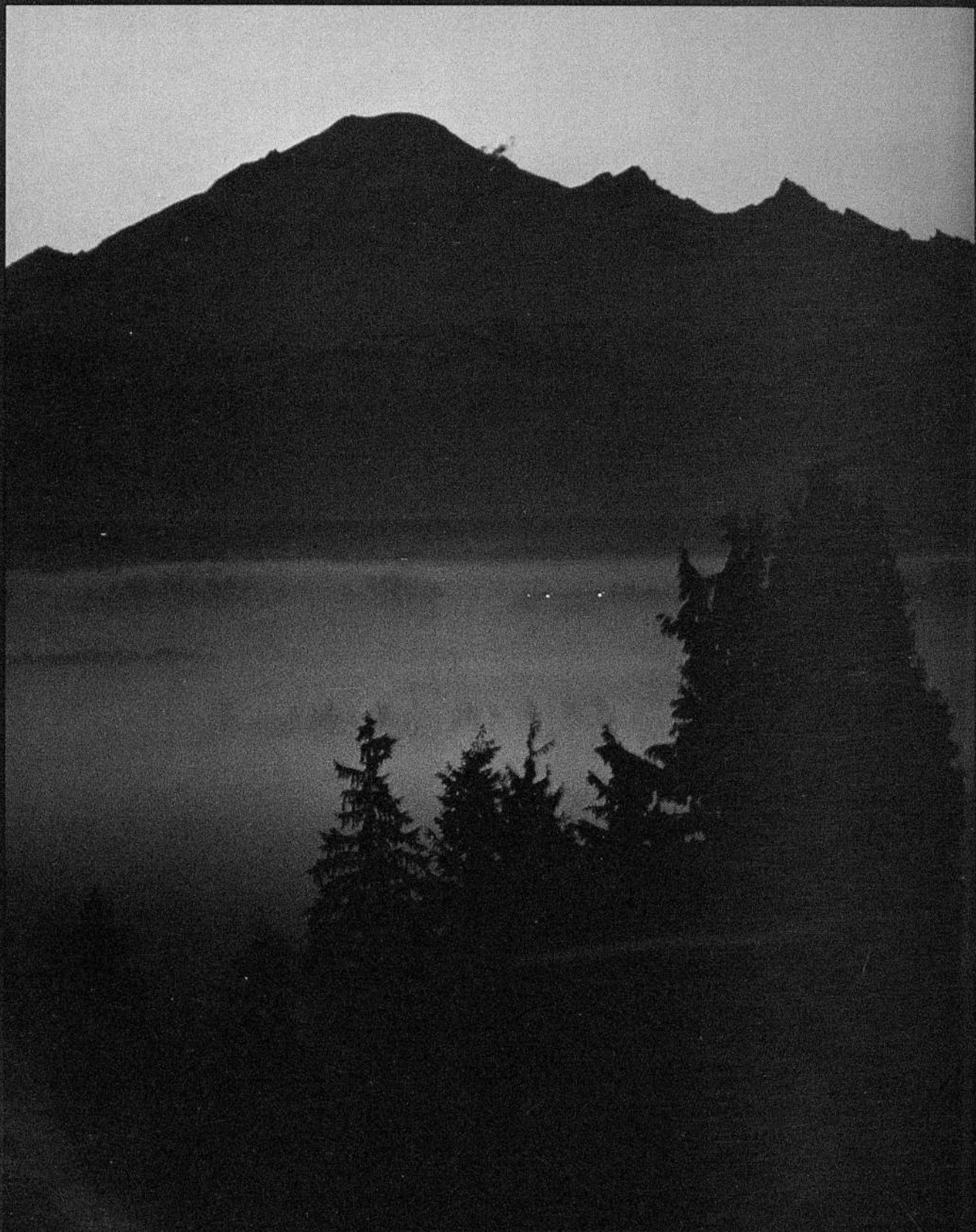
Salmon, for which the Port Coquitlam area was originally named.

Photography by Elaine Cramer

The azalea was declared the city's official flower in 1978.

Photography by Elaine Cramer







Prairie Avenue.
Photography by Innervision Photographic

Pitt River Road near the Red Bridge.
Photography by Elaine Cramer



A potato field in east Port Coquitlam.
Photography by Innervision Photographic







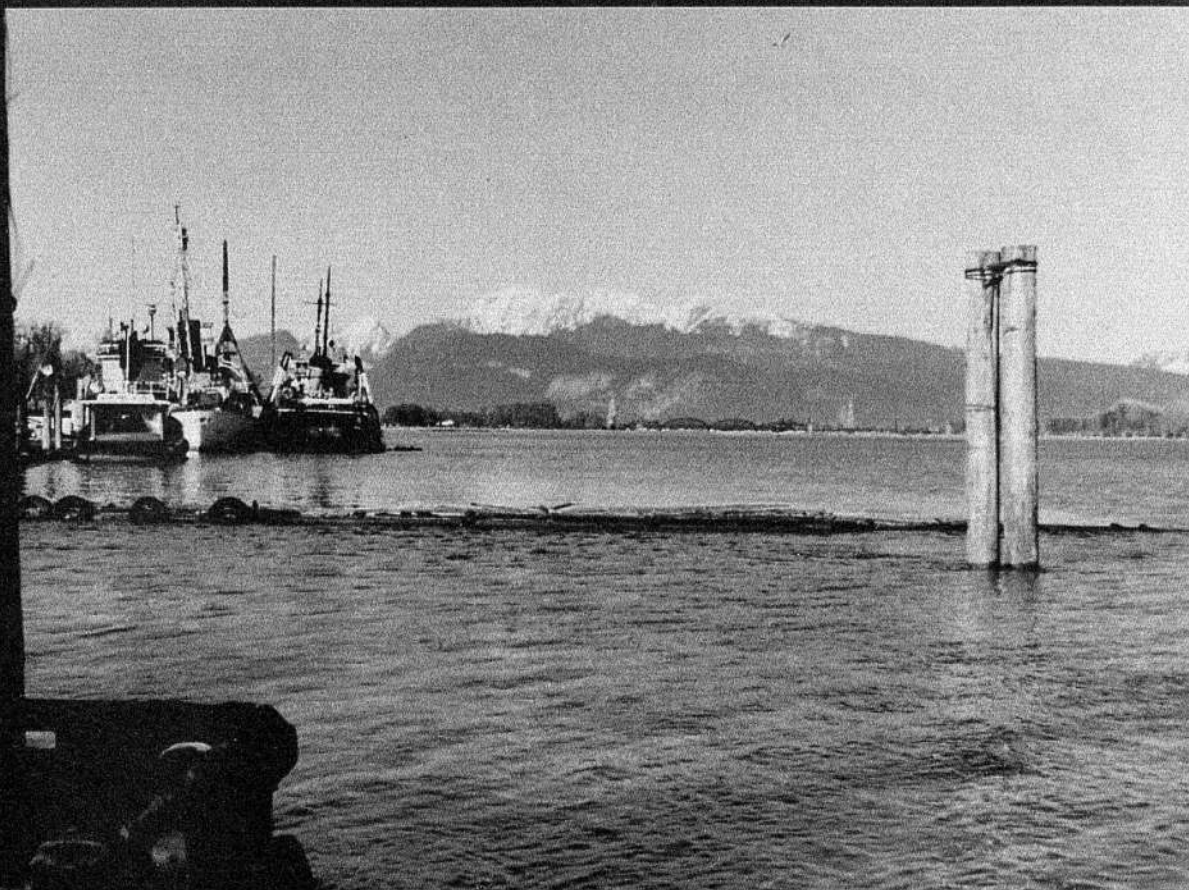
→ Springtime at Port Coquitlam City Hall
(double page spread) Photography by Elaine Cramer



Autumn on the Coquitlam River, Port Coquitlam.
Photography by Elaine Cramer

Summertime, Coquitlam River, near the Lougheed Bridge, Port Coquitlam.
Photography by Elaine Cramer





Looking up the Pitt River, Port Coquitlam.
Photography by Elaine Cramer

Wild Duck Inn on the Pitt River, Port Coquitlam.
Photography by Elaine Cramer

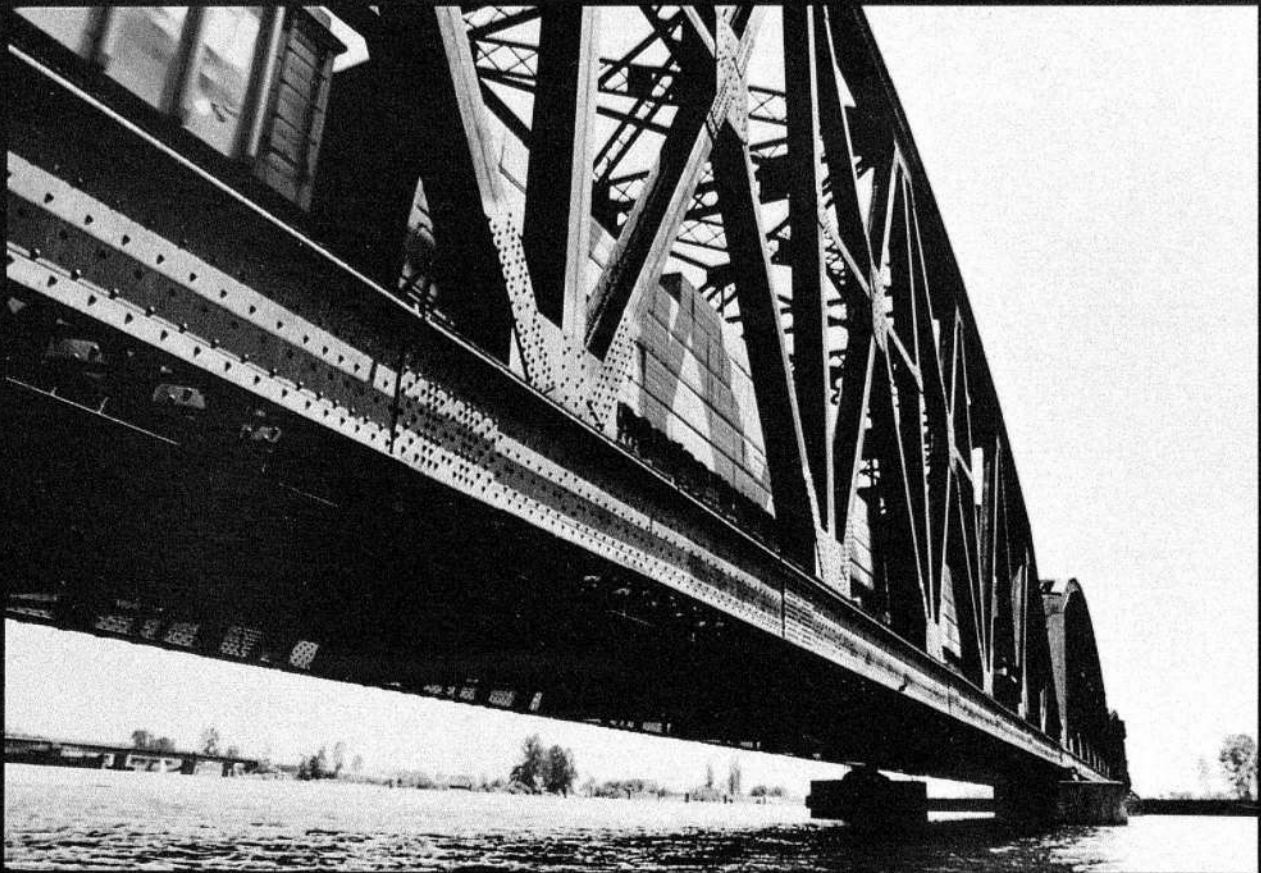


"Feeling Free," on the Poco Trail, Pitt River dyke, Port Coquitlam.
Photography by Jack Murray





"Mist of Gold," Pitt River Bridge, Port Coquitlam.
Photography by Elaine Cramer



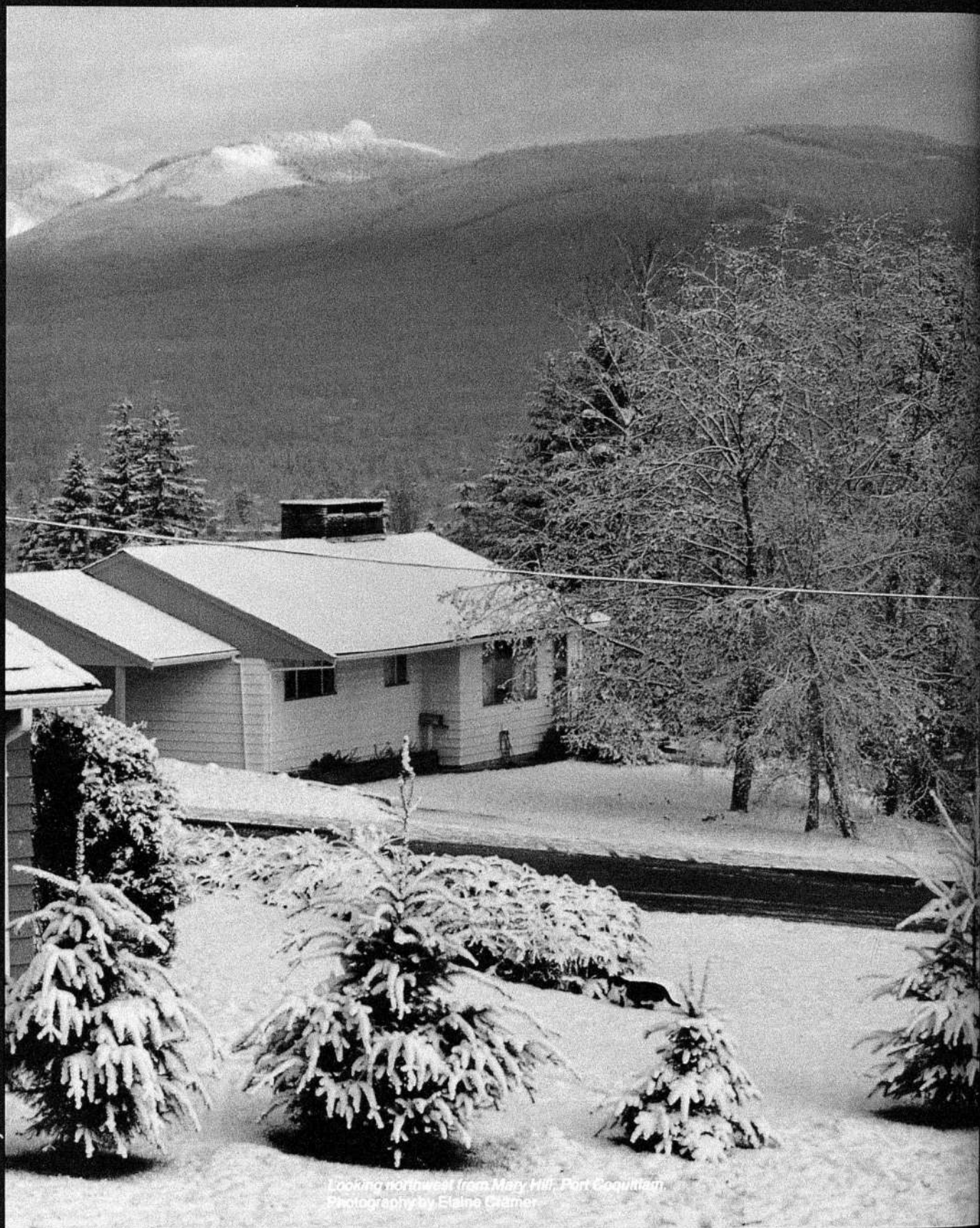
C.P. Rail's bridge over the Pitt River linking Port Coquitlam to Pitt Meadows.

Photography by Elaine Cramer

C.P. Rail yards, Port Coquitlam.

Photography by Elaine Cramer





Looking northwest from Mary Hill, Port Coquitlam.
Photography by Elaine Gramer



Participipark on Mary Hill, Port Coquitlam.
 Photography by Elaine Cramer

Winter view of Burke Mountain from Eastern Drive, Mary Hill, Port Coquitlam.
 Photography by Elaine Cramer





Port Coquitlam's first Floral Parade for Children.
Photography by Elaine Cramer

these men built two wooden vessels and under contract to Canada's Imperial Munitions Board, two for the French government and two for 'Greek interests,' 2,850 tons each.²

In September of 1918, however, Vancouver shipyards lost a French contract for 20 wooden ships worth \$12,000,000 to a Tacoma company which had arranged to use an empty Victoria shipyard. H.P. Simpson, of the Pacific Construction Co. pointed out that "It will be worse than serious if the Foundation Company (from Tacoma) carries out the same system which they have been carrying out in the States, which is to pay any price for men and material so long as they get the work done.... It simply puts other yards out of business."³ He also said, with other Vancouver shipyard managers, that men were being lured away with promises of high pay and overtime, thus breaking the 'Robertson Agreement' between owners and workers. *The Vancouver Daily World* saw the awarding of this contract as a political manoeuvre by Victoria's M.P. Ironically, the Pacific Co. had contributed some \$48,300 to the government's Victory Bond Campaign.⁴

In 1918, the company did contract to build two munitions board steamers. Some 160 men were then working at the yards.⁵ But already the company had mortgaged "Hull #3." By January of 1919, with further loans, the company had registered eight mortgages against ships under construction.⁶ Five of these were launched as of May 20, 1919.

Canada had already begun constructing steel ships, but government contracts and government will had created a temporary industry in wooden shipbuilding. Companies like Pacific Construction "one of the most important of the, win the war industries"⁷ were not able to adapt to post-war industry.

Most Port Coquitlam men enlisted in the Royal Westminster Regiment which acted as a recruitment regiment for the 47th and 131st battalions. Many men

from this area also served in the army's Railway Construction Corps.

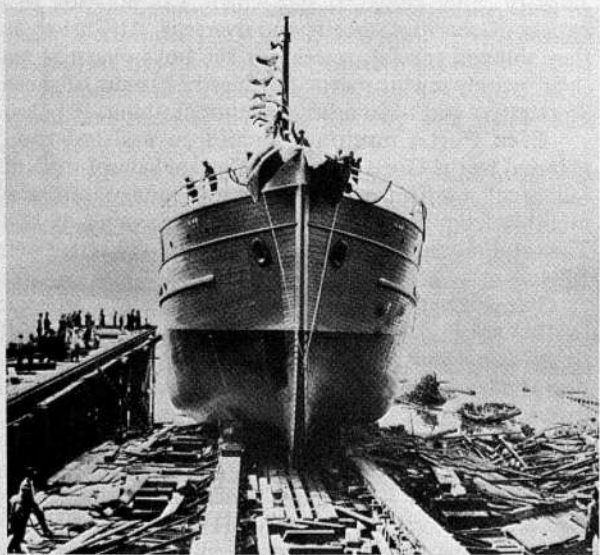
Those who enlisted from Port Coquitlam included Norman Spencer, Stanley Cook, George Dalziel, James Lyall Goldsmith, Leslie Lamuel Goldsmith, Walter Henry Hayward, George Begg, Frank Vint, Joseph Henry Pierce, Harold Thomas Routley, Reginald Barnard St. Pierre, Amos Theodore Stretch and Ronald Frederick Tigar.

As the troop trains went through Port Coquitlam on their way east, residents would often wave from the station. Bessie McLaren remembers her Central School classmates being taken to the Westminster Junction Station to wave flags and cheer as the soldiers passed in their railway cars. Her uncles, Thomas, Peter, John and Arthur Mars all went overseas, as did many others.⁸

Nationally, the Canadian Patriotic Fund was soon established to aid soldiers' families. By 1918, the B.C. Branch was helping 6,318 families. The Patriotic Workers of Coquitlam, including Port Coquitlam residents, contributed to this effort; for example, B.C. Mental Hospital and Colony Farm employees raised \$7,820.

By 1915, The Women's Institute and several new groups had organized to contribute to the Red Cross, overseas relief and prisoner of war funds. Those in the community near Essondale, formed the *Pro-Patria Club* in December of 1915 and in February of 1916, they adopted a, prisoner of war', regularly sending provisions overseas. They also contributed \$470 to the St. John Ambulance Society Prisoners of War Fund and the Overseas Tobacco Fund.⁹

The Red Cross and Women's Institute assisted by supplying quilts and provisions for the men overseas, first in the president Jane Kilmer's house, then in the Women's Institute room at the Agricultural Hall. The basement of the City Hall housed a drop-in centre where bandages and dressings were made.



Launching of one of the Greek ships built at Port Coquitlam's shipyards. Courtesy SFU Archives.



Alex Chalmers and friend, c. 1900. Courtesy Norma Warren.



Ladies Aid Group at Port Coquitlam City Hall, 1915. This Red Cross group met in the hall during World War I. Courtesy SFU Archives.



Crowd awaits Vancouver train, bound for Ottawa. (Note the Junction Hotel to the right, well known landmark in early years.) Courtesy Annie Osborne.



A grand farewell is bid by local residents, Westminster Junction Station. Courtesy Annie Osborne.

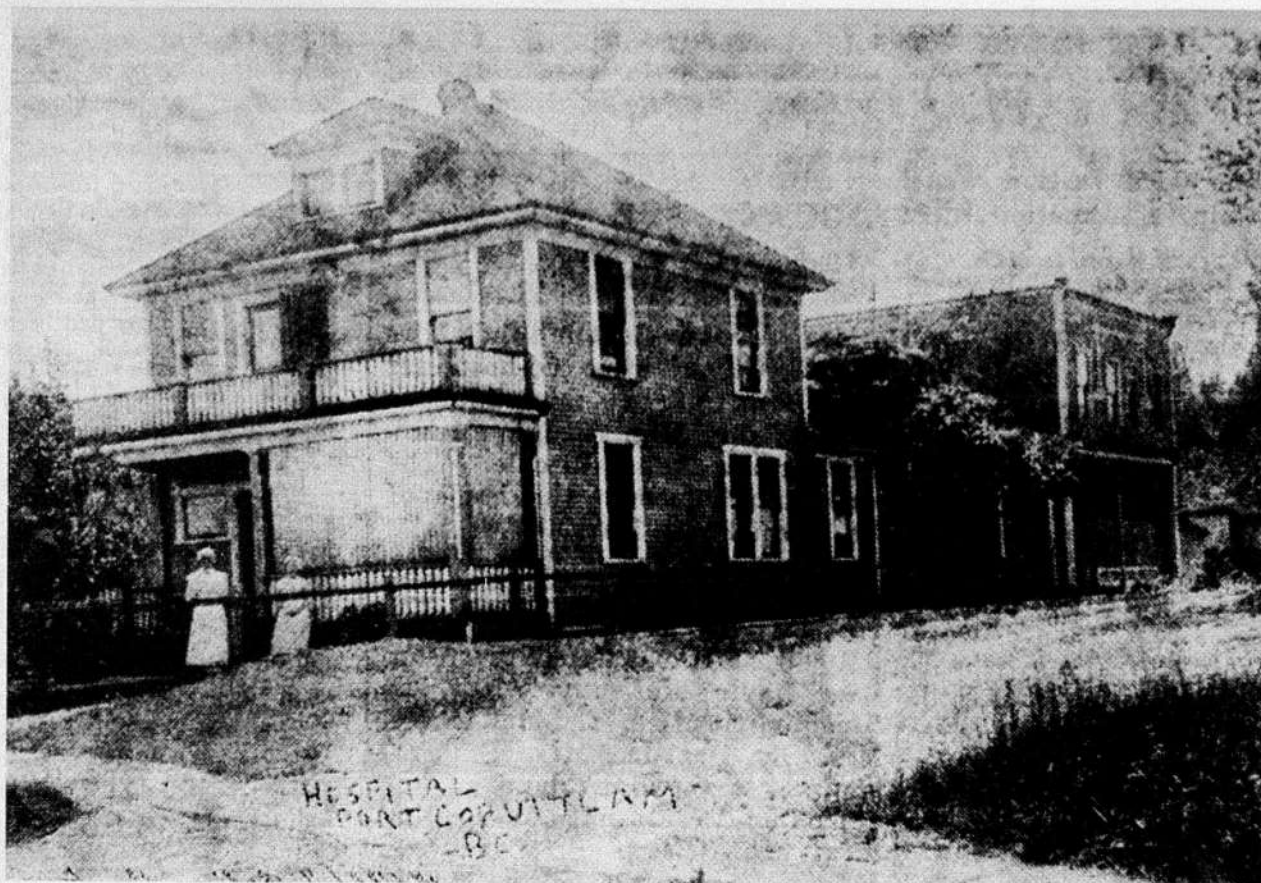
On September 10, 1915, the St. Andrew's Guild was organized in association with the Ward 2 Red Cross at Vancouver. Members held bazaars, entertainments, sold handiwork at local fairs and sports events. They sent bundles of clothing overseas until May, 1919 when the group disbanded. Each shipment contained "nearly 500 pairs of socks and over 5,000 other articles of wools, cottons, etc." ¹⁰

The Donald McLean Chapter of the International Order of the Daughters of the Empire, established in January, 1916, raised \$1,500 which was donated to a variety of charities, locally and overseas. At Christmas, they shipped special parcels for the boys overseas and their, weekly sewing meets' produced 340 pairs of socks, 35 sweaters and 1,300 other pieces of clothing. ¹¹

Even Port Coquitlam's children assisted those affected by the Great War. The Central School students 'adopted' a prisoner of war in 1916 and contributed monthly from October of 1916 until December of 1918. The total monies raised by tag days and concerts, were \$384. ¹²

The children's contributions were regularly reported in the paper, for example, the October 12, 1918 *Coquitlam Times* reported that James Park School students had contributed \$5 for their Prisoner of War fund in September.

The local paper and the council supported Canada's Victory Bond campaigns. In 1917, the federal government introduced a Business Profit tax, a temporary income tax (never to be repealed!) and proposed anti-loafing legislation called for every man to "regularly be employed in some useful occupation, in the absence of reasonable cause to the contrary." ¹³



Located on Pitt River Road, this hospital served the people of Port Coquitlam until 1931. The city's Medical Health Officer, Dr. G. Sutherland, was the first physician to head the facility. Shown in front, are Miss Bassett and Miss Cummins, two of the nurses. Courtesy S.F.U. Archives.

In May of 1917, the federal government finally enacted Conscription legislation. Even men previously refused service were then called up.

By the end of 1916, the city's tax arrears amounted to \$144,719.31. Despite the council's efforts, the 'sinking funds' were short \$22,458.50. In addition, as the audit showed, the city had illegally transferred \$4,441.05 from the School Board's account to the city's. The School Board had successfully sued the city which now also owed \$399.65 for costs!¹⁴

In late 1918, 'Spanish Influenza' spread to British Columbia. Although the epidemic had hit most of North America, few recognized its seriousness.

On October 5, 1918, military authorities had commandeered the Agricultural Hall for an emergency hospital. Some 160 soldiers had the flu and the military camp was to be quarantined.¹⁵ Apparently, later the authorities set up additional hospital space in the vacant Terminal Hotel building on Busteed Avenue.¹⁶ The Pro-Patria Club was responsible for furnishing one of the beds in the Military Hospital and supplying linens for this facility. The I.O.D.E. also contributed financially and donated a bed.¹⁷

The city's Medical Officer, Dr. G.A. Sutherland, issued a caution but, at first, saw little danger to civilians. A Private Johns, of the military camp, was the first death, October 12, 1918.¹⁸ Dr. Sutherland then issued a

general quarantine - schools, theatres, bars were closed. Although some criticized the quarantine,¹⁹ by October 25, ¹⁹ men had died at the military camp, one a prisoner of war. ²⁰ The following day, the first civilian died at the Port Coquitlam hospital. John Raymond, a shipyard caulker, only "36 years old and a man of fine physique," left a widow and child.²¹ The next week, Matt Marshall died. He was a Port Coquitlam football hero, "32 years of age...and always fit. He was the last that one would have anticipated to fall a victim to insidious flu." He, too, left a family - his wife, Isobel and four young children.²²

By the end of the year, Dr. Sutherland had treated 348 cases from Ioco to Maple Ridge. Almost 80% of these, 275 cases, were in Port Coquitlam, most at the military camp. Five of Port Coquitlam's own citizens were dead.

Dr. Sutherland credited the city's volunteer nurses as "noble women" who responded bravely and "did such excellent work under very trying circumstances."²³

From 1913, to 1918, Canada's national debt rose from \$463,000,000 to \$2.46 billion.²⁴ Many warned that "War conditions have created a fictitious prosperity...The Government must watch and prepare, so should the individuals. Few Canadians but are affected in some way by the present conditions. The wise ones will prepare by practicing thrift now."²⁵



Patriotic World War I calendar. Courtesy David Stewart, Photograph, Elaine Cramer.

The government's 'thrift' campaign hammered home the need to save and make do. For example, voluntary sugar rationing of 2 pounds per person per month, was promoted and sugar hoarders were threat-

ened with prosecution. 'Fuelless Sundays,' as in the United States, were advocated. Imperial Oil, in fact, stopped selling on Sundays.²⁶

The city's situation was no better. On September 14, 1918 and September 21, 1918, the City of Port Coquitlam published a four page notice in Vancouver newspapers listing some 1,300 properties to be auctioned for taxes and expenses, unless the arrears were paid. Less than a dozen people were at the sale, September 25, 1918²⁷ and on October 9, 1918, John Smith, City Clerk reported to the Port Coquitlam council that 83 of these lots had been purchased or redeemed. Another 1,217 lots had been forfeited to the city. The tax sale had brought in only \$3,545.53. The value of lands now in the city's hands was \$81,037.05. As the *Vancouver Daily World* pointed out,²⁸ these lots could not now be sold at less than 10% of their 1913 boom prices.

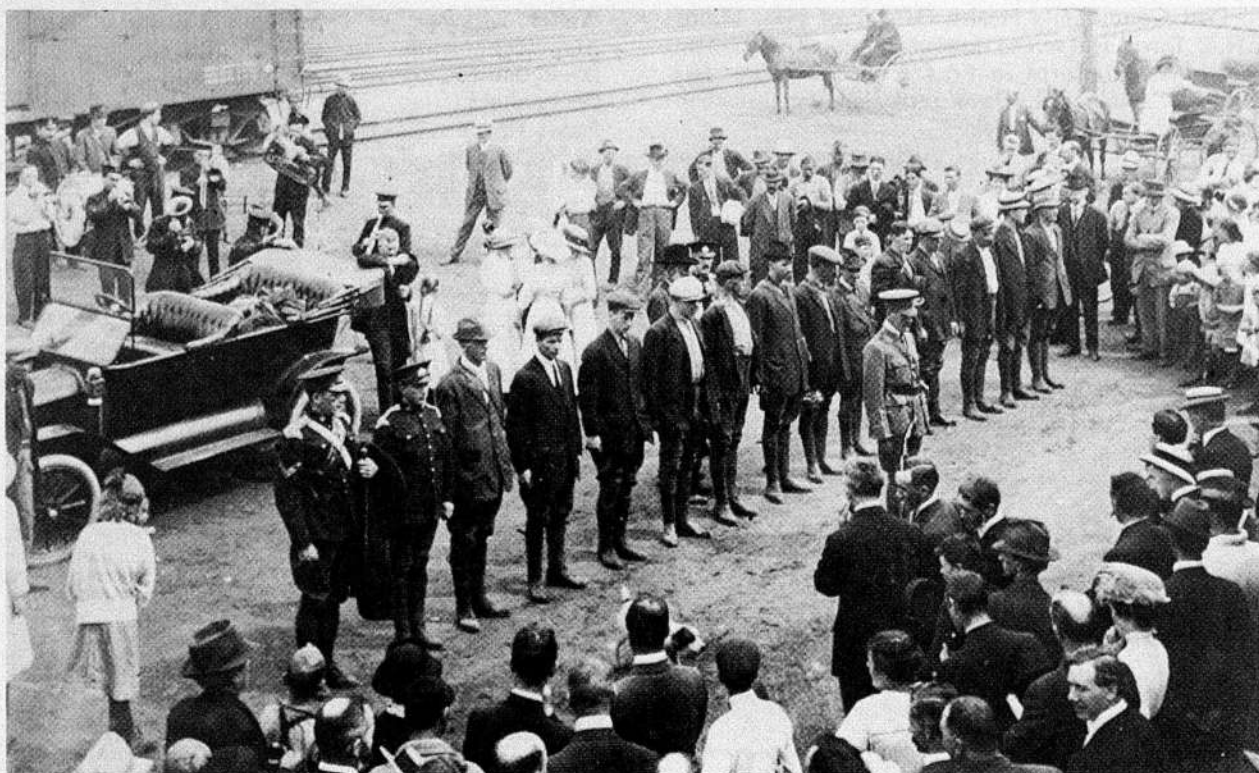
At the same time, in September of 1918, the City and the District of Coquitlam finally reached an agreement on their shared responsibility for the District's 1892 and 1911 bonds. The City was to be responsible for $\frac{5}{8}$ and the District, $\frac{3}{8}$.

On June 18, 1919, the War to End All Wars ended. Many of Port Coquitlam's soldiers came home. Among them was Harold Routley, who enlisted with the Westminster Battalion of the Princess Patricia Division, served with the Railway Construction Corps in Northern France and was at Vimy Ridge where Canada was successful in capturing the ridge. Tom Routley and G. Natali also served in the Railway Construction Corps.

Robert Cheale enlisted with the 131st Division and later was transferred to the 47th.



John Kilmer, Port Coquitlam's first City Engineer, standing on one of the miles of wooden sidewalk built on speculation before 1914. Courtesy S.F.U. Archives.



"Coquitlam Horse Troup," 1914. Courtesy S.F.U. Archives.



Cenotaph, now located at City Hall Park, stands as a memorial to those local residents who gave their lives in the great wars of this century. Photograph Elaine Cramer.

Port Coquitlam's Health Officer of 1914, Major R.H.C. Davis, had served three years with the Canadian Army Medical Corps in France and Flanders. His brother, Captain D.I. Davis served in the Canadian Army Medical Corps as well.²⁹

Not all Port Coquitlam's soldiers came home. The city's cenotaph lists those who gave their lives in the service of their country:

George Bates
Walter Wigmore

James Redpath
Thomas McQueen

Walter L. Raynes
Alexander Masson
David Baird
George Reid
James Taylor
D. McDonnell
William J. Hunter
Frank Vint
Rod Allison
Arthur L. Hartree
H. Bradley

Benjamin Seaborne
J.E. St. Pierre
J. McDonald
John Bruce
Harry Oatway
Thomas A. Smith
D. Judd
Frank Upham
J.R. Middleton
Reginald Marshall

WAR YEARS FOOTNOTES

1. *British Columbian Victory Edition, Historical Section*, June 24, 1919.
2. *British Columbian Victory Edition, Historical Section*, June 24, 1919.
3. G.W. Taylor. *Timber - History of the Forest Industry in B.C.* J.J. Douglas Ltd., Vancouver, 1975.
4. *The Vancouver Daily World*, September 9, 1918.
5. Industries of British Columbia, Manufacturers' Association of B.C., 1918.
6. *Memorandum of Association*, provided by Provincial Archives, Victoria, B.C.
7. *British Columbian Victory Edition, Historical Section*, June 24, 1919.
8. Oral Interview, Bessie McLaren, 1987.
9. *British Columbian Victory Edition, Historical Section*, June 24, 1919.
10. *British Columbian Victory Edition, Historical Section*, June 24, 1919.
11. *British Columbian Victory Edition, Historical Section*, June 24, 1919.
12. *British Columbian Victory Edition, Historical Section*, June 24, 1919.
13. *Vancouver Daily World*, September 13, 1918.
14. Port Coquitlam Financial Statement, 1916.
15. *Coquitlam Times*, October 12, 1918.
16. Port Coquitlam Heritage Resource Inventory.
17. *British Columbian Victory Edition, Historical Section*, June 24, 1919.
18. *Coquitlam Times*, October 12, 1918.
19. *The British Columbian*, October 23, 1918.
20. *The British Columbian*, October 25, 1918.
21. *The British Columbian*, October 26, 1918.
22. *The British Columbian*, October 30, 1918.
23. *The British Columbian*, January 6, 1919.
24. Desmond Morton, "World War I", *The Canadian Encyclopedia*, 1985, Vol 3, p. 1972.
25. *Coquitlam Times*, October 12, 1918.
26. *The Vancouver Daily World*, September 25, 1918.
27. *The Vancouver Daily World*, September 25, 1918.
28. *The Vancouver Daily World*, September 25, 1918.
29. *British Columbian Victory Edition, Historical Section*, June 24, 1919.

THE DISASTROUS 1920's

The 1920's were not the best years for Port Coquitlam. A fire in 1920 and a serious flood in 1921 began the decade which saw the city struggling financially as economic conditions worsened. Community activities, however, such as May Days which began officially in 1925, brought residents together.



Kingsway business area, 1915. Courtesy Norma Warren.

Fire was an ever present danger to early Port Coquitlam, a city of wooden buildings, surrounded by forests. On August 5, 1920, the city suffered a quarter of a million dollar loss as many of the downtown Kingsway area buildings burned. Totally lost were: "Firehall, Coquitlam hotel, R.H. Smith's Pool Room, Craig and Sorbie's blacksmith shop, W. Selby's garage, Blue Funnel Jitney office, residences owned by Ronald O'Hanley, Mrs. Gatley and Mrs. Sibley, the old Johnston shoe factory building, the Coquitlam Star printing office and plant, C.P.R. freight sheds, several barns, one being used as a storehouse by the Sabulite Explosives Co. Partially damaged: Rowland block, occupied by Wilson's shoe store, Royal bank, Dr. Sutherland and post office."¹ Power and telephone lines were out until the following day.

The fire was believed to have started in the upper floor of the fire hall (the Fire/Police chief's residence). It spread so quickly, volunteers were unable to get the fire hose out of the hall, delaying action.

"All business was suspended in the city, merchants in other sections of the settlement locking their stores;

ROUTLEY vs. PORT COQUITLAM

17. The plaintiff says that at the date of the said fire he was the Proprietor of the Hotel business carried on on the said premises and of the good will thereof, and that by reason of the destruction of the said property he has suffered loss of trade and the good will of the said business has been greatly deteriorated.

19. THE FOLLOWING ARE THE PARTICULARS OF THE PLAINTIFF'S CLAIM:

Value of Harness etc.	\$2000.00
Value of Bar Stock, Fixtures, etc.	1668.00
Value of furniture, household effects, etc.	6259.40
To cost of reinstating buildings	32700.00
To loss of trade and good will	2000.00
	<u>\$44627.40</u>

Part of William Routley's insurance claim after the 1920 fire, Port Coquitlam. His settlement included the Minnehada Hotel, today the Wild Duck Inn. Courtesy S.F.U. Archives.


C.P.R. switching crews coming up from the yards, all to render assistance. Too much credit cannot be handed the ladies of the city, many braving the heat of the flames and the streams of water in order to assist the less fortunate citizens in removing household goods. The Pitt river road reaching to the Essondale boundary, was lined on both sides with autos filled with merchandise or household effects and whole families could be seen lugging whatever they could lay their hands on away in order not to be caught napping should the wind veer."²

Lillian and Douglas Rowland, married a year, were living over Galer's shoe store opposite the C.P.R. tracks. The fire came just nine days before she expected her first child. She and her husband had to take all their furniture down a stairway to the tracks.³

Firemen and others from Port Moody, Maillardville and New Westminster also assisted.

For a while, it seemed the fire would reach the C.P.R. depot which was badly scorched, but the cement blocks of the Rowland building certainly stopped the fire proceeding to the river. A number of bush fires started north to the Coquitlam Lake area.

COQUITLAM AGRICULTURAL SOCIETY



NINETEENTH ANNUAL

Agricultural Exhibition

to be held in the

AGRICULTURAL HALL

PORT COQUITLAM, B.C.

THURSDAY, SEPT., 22nd, 1921

PRIZE LIST

REGULATIONS

ETC.

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		<i>J. Morrison</i>

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Courtesy S.F.U. Archives.

Few of the buildings were insured and, eventually, the city was assessed damages for those owners whose buildings were destroyed.

In 1921, another disaster hit Port Coquitlam. On October 28, a flood covered the city's business area, again cutting off communications and destroying property.

"The Coquitlam River rose rapidly this morning and has flooded a considerable area, from the Gregory Tire Works to the Canadian Pac. R. yards. The tire works are temporarily out of commission and the blacksmith shop is also out of business."⁴

About one hundred feet of Dewdney Trunk Road were under water. Some cars trying to cross the flood were up over their hubcaps in water.

By noon on October 28th, the flood waters were still rising. The Canadian Pacific roundhouse at the yards was isolated and part of the track leading to the Pitt River Bridge was under water. The home of Mr. and Mrs. George Marsh near the Agricultural Hall was flooded and the family, like others, was moving its possessions out to safer ground. Those with vehicles, headed for New Westminster, had to go round by Port Moody. The Blue Funnel Jitney service ferried residents, like Lillian Rowland, to Vancouver to stay with relatives.

Water began running over the C.P.R. tracks near the Coquitlam bridges. The lower area was almost completely covered and the grass resembled "seaweed swaying in a tidal pool."⁵ A house was washed down the river and broke into pieces when it hit the C.P.R. bridge. Throughout the evening, local townspeople filled sandbags as the waters continued to rise. About 10:00 at night, both the C.P.R. and traffic bridges that spanned the Coquitlam River, were washed out with a large bang. Power was out in the area east of the river.

Describing what the river looked like at the site where the bridges had once stood, Mary Routley asks, "Have you ever seen Hell's Gate? Well, that's what it looked like." The telephone exchange, located in a house on Wilson Avenue, was completely flooded. The operators stood on stools in an effort to keep the lines open throughout the night. Nearby, the Routley home, which had six large steps up to the front door, was flooded and Sinclair's Jewellery Store was washed out as was a nearby barbershop. Pieces of wooden sidewalks floated past and some used them as rafts.⁶

Jacob Rowland, the C.P.R. Station Agent and his family were among the people who were evacuated from the Dewdney Trunk area near the Coquitlam River. The 'Blue Funnel Jitney' moved the family to higher ground.⁷



The Cenotaph at its original site, Aggie Park, Lougheed Highway, shown during the 1921 flood. Courtesy SFU Archives.



Once the 1921 flood waters had subsided, St. Catharine's Church of England was left stranded on this sandbar! Courtesy Glen Rowland.



The site where the Myrtle Hotel, Sinclair's Jewellers, barbershop and St. Catharine's Church stood before being swept down river in the 1921 flooding of the Coquitlam. Courtesy Glen Rowland.

February 25th.

4.

Miss Jane E. Barnett,
Oxford House,
Wokingham, Berks.
England.

Dear Madam:

In reply to your letter of the 6th. inst.
I beg to advise you that the amount of the upset price on your
lots at the 1923 Tax Sale was as follows:

<u>Description of Property.</u>	<u>Upset Price.</u>
Lots 15 & 16, Blk. 9, D.L. 288 &c.	48.12
Lot 1, Blk. 21, D.L. 466	22.15
Lots 24, 25 & 26, Blk. 22, D.L. 466	54.96
Lot 11 & 12, Blk. 24, D.L. 466	48.56
Lot 37, Blk. 26, D.L. 466	22.15
Lot 19, Blk. 27, D.L. 466	22.15

All the properties, on which there were no bids,
were declared purchased by the municipality and all may be
redeemed at any time up to October 1st. 1924 upon payment of the
upset price together with interest thereon at the rate of 8%
per annum from date of sale (October 1st. 1923) to date of
redemption.

Yours truly,

Collector.

One of many sets of letters concerning land bought for speculation in the pre-1914 era. Courtesy S.F.U. Archives.

Almost 3½ miles of watermain between Coquitlam
Lake and Westminster Junction were washed out. The
city made emergency provisions to purchase water from
New Westminster. For the first few days, citizens were
asked to conserve water since only a three day supply was
left.

Both the rail and traffic bridges over the Coquitlam
River were gone; electricity, telegraph and telephone
lines were down.

Several businesses close to the river, including the
Myrtle Hotel, the barbershop and the jewellery store
were swept downstream.

Port Coquitlam's main business area, before the

1920 fire had been on Kingsway (or Dewdney Trunk
Road as it was then called). The shops and services on
Dewdney Trunk or Main Street, as it was locally referred
to, included:

The Post Office

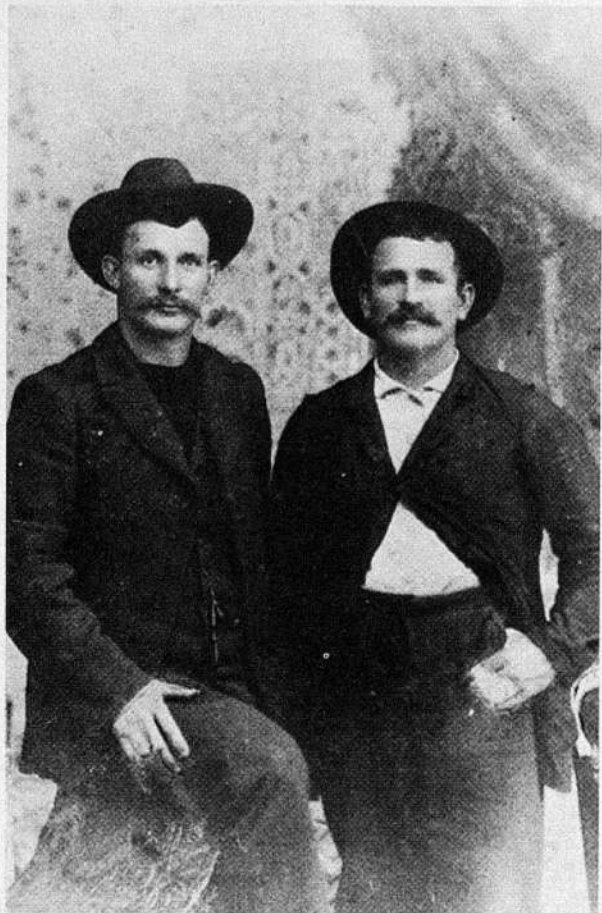
The Coquitlam Hotel, operated by

William Routley

The Central Hotel, upstairs from the Central Cafe
Sinclair's Jewellery Store

A Confectionery Store

Jack Baumgartner's Barbershop after being
retrieved in 1921 from a sand bar where it came to
rest after being washed down the Coquitlam River.



Augustus Millard and Thomas Greer, two business block owners in early Port Coquitlam. Courtesy Lona Orr.

Baumgartner operated his barbershop for many years and continued to cut hair until he was well over 80 years of age.⁸

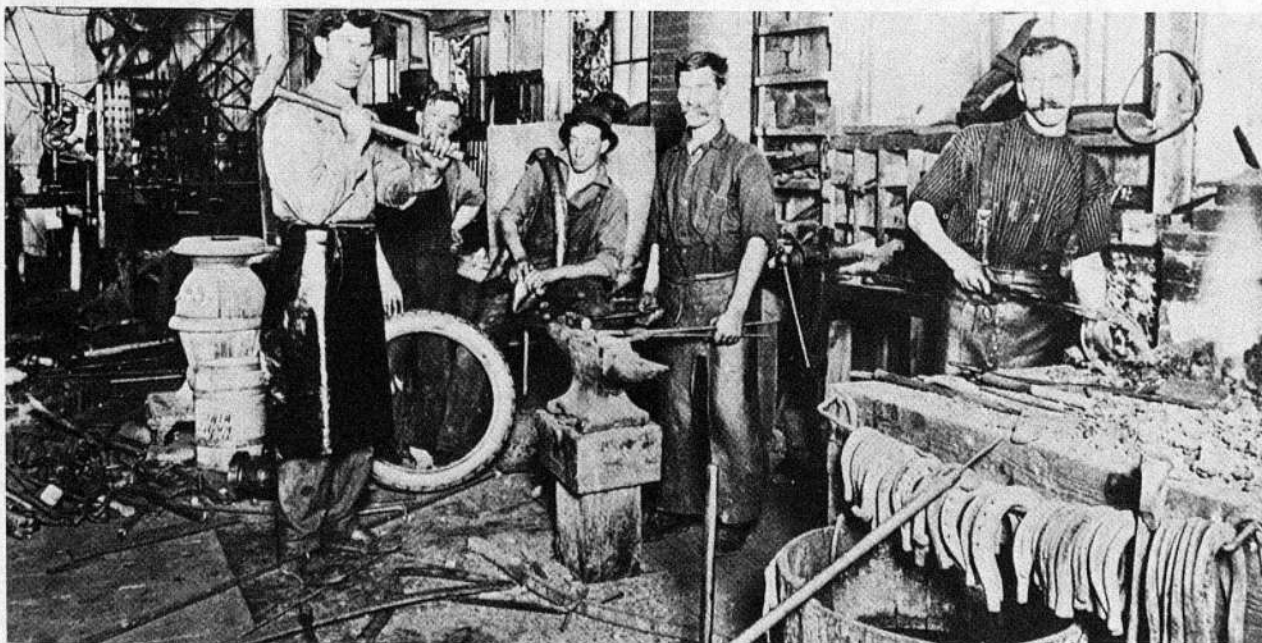
On the sidewalk, along in front of these shops, there were slot machines. Some in the community had difficulty in resisting the temptation of the machines and their lure of easy money!⁹

After the 1920 fire, the Shaughnessy Street area began to develop. East of the Coquitlam Bridge was Bessie Shearer's dress shop, Angeloni's Grocery Store and a blacksmith's shop. On the corner of Shaughnessy, Morrison and Rodgers managed a Red & White Store. Next door was the watchmaker's, then the Masonic Hall and the Bank of Montreal. Across the street were Millard's Groceries and Burn's Meats. Further down Shaughnessy, next to the present City Hall Park, stood the Elk's Hall and there was another grocery store just a few doors down.¹⁰

In the early 1920's, there was employment for most residents. In fact, in 1922, residents passed the first flat rate taxation rate designed to encourage new industry. This was for the new Rainbow Shingle Mill on the Pitt River.¹¹

The Gregory Tire Company shut down many times before closing the doors in 1928. Each time the Port Coquitlam plant closed, Harry Mounce, an employee, would head to California to work in one of their more advanced tire shops.

The city itself, however, still owned most of the land bought up for speculation before World War I and then lost for taxes in 1918. Gradually, in the 1920's, much of this was sold off, usually to residents, and returned to acreage. For example, both William Rodger and R. MacKinlay each bought a lot on Central Avenue in District Lot 289 for \$25 cash. James J. Roe bought four lots on the city's northside for \$200, (\$100 down and the



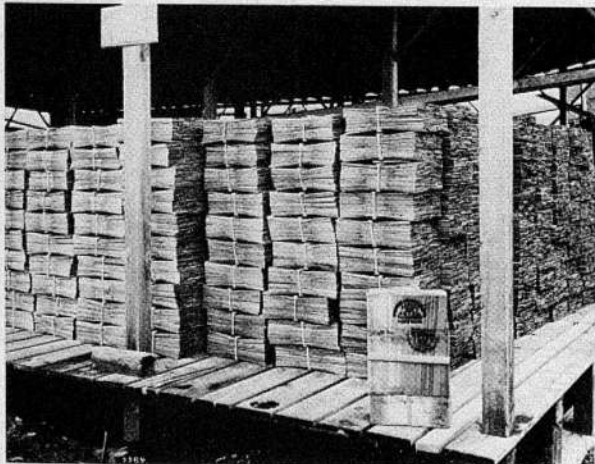
Bob Erskine's blacksmith shop, c. 1915. This building burned in the 1920 fire. Courtesy Norma Warren.



Sam McPherson and Thomas Greer plowing on the Greer land, 1910s. Courtesy Norma Warren.



Edna and Edith Greer. Courtesy Norma Warren.



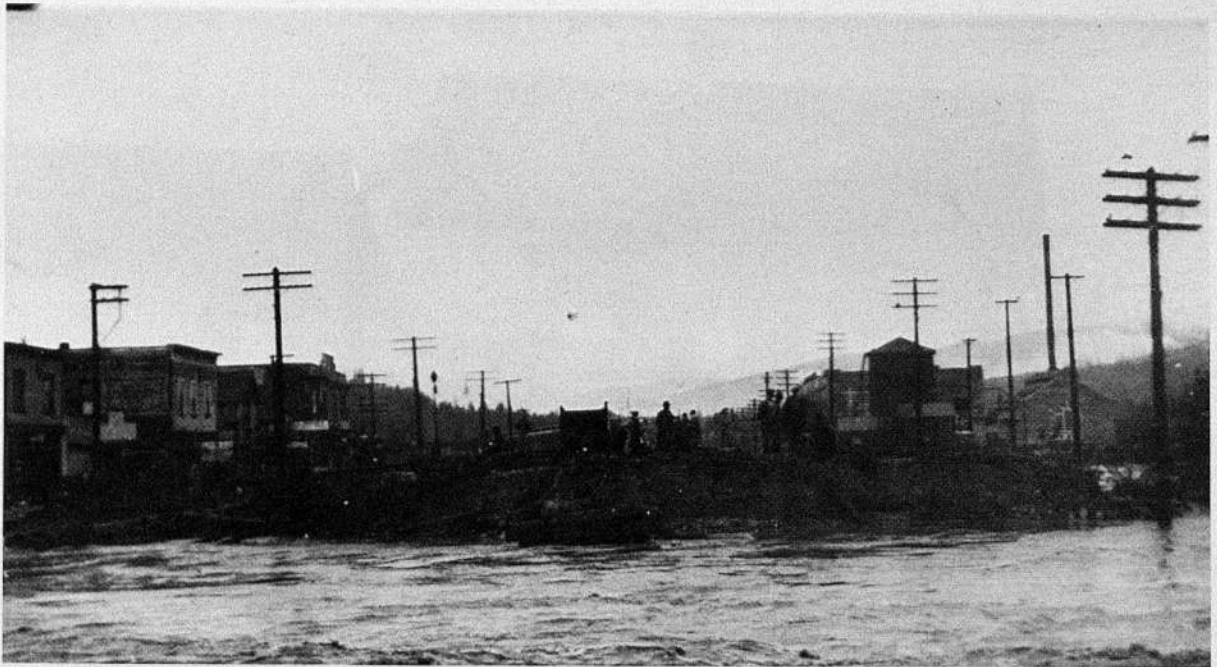
Pitt River Shingle Mill, 1923, near Pitt River bridge, Leonard Frank photographs. Courtesy Vancouver Public Library Historical Photograph Section.

balance by year's end) on the condition that this land went back to acreage.¹²

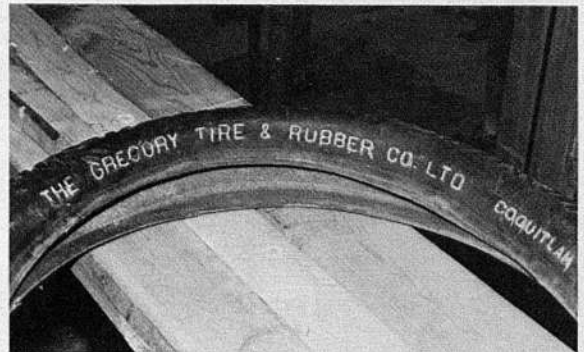
Some, whose houses were flooded out in 1921, moved their houses to higher ground in 1922, as well, to city

owned lots, for example, the Orr family. The houses were moved using horses and railway ties which were slid underneath as the horses pulled forward.¹³

In addition, the city eventually had to pay damages



Looking west across the flooding Coquitlam River at the site of the washed out C.P.R. and traffic bridge crossings, 1921. In 1926 the Gregory Tire Company was to be established just north of the C.P.R. tracks. Courtesy City of Port Coquitlam.



Gregory Tires, manufactured in Port Coquitlam. Courtesy the B.C. Farm Machinery and Agricultural Association. Photograph, Lawrence E. Hauta.

to those who lost during the 1920 fire and had to refinance the monies borrowed by the Council during the 1910 boom years.

After a long drawn out court battle, a settlement was reached; costs amounting to \$42,000 for Wilson's shoe store, \$19,000 plus costs, for Routley's Coquitlam Hotel, \$16,000 plus costs and for Craig and Sorbie's blacksmith shop \$2,000 plus costs.¹⁴

In the early 1920's, City Council was often forced to hold off paying accounts, even the payroll, (usually under \$75) until money was available, although usually those on city work projects were paid on time, for example, N. Wannish, A. Douse and N. Blizzard who

built an approach to the temporary bridge over the Coquitlam River were paid \$7.00 for two days' work, \$5.25 for 1½ days and \$4.00 for ½ day respectively.¹⁵

In September of 1922, at the second tax sale, five lots only were sold for a total of \$300.46. Another 54 lots were redeemed by their owners and the 480 others became city property.

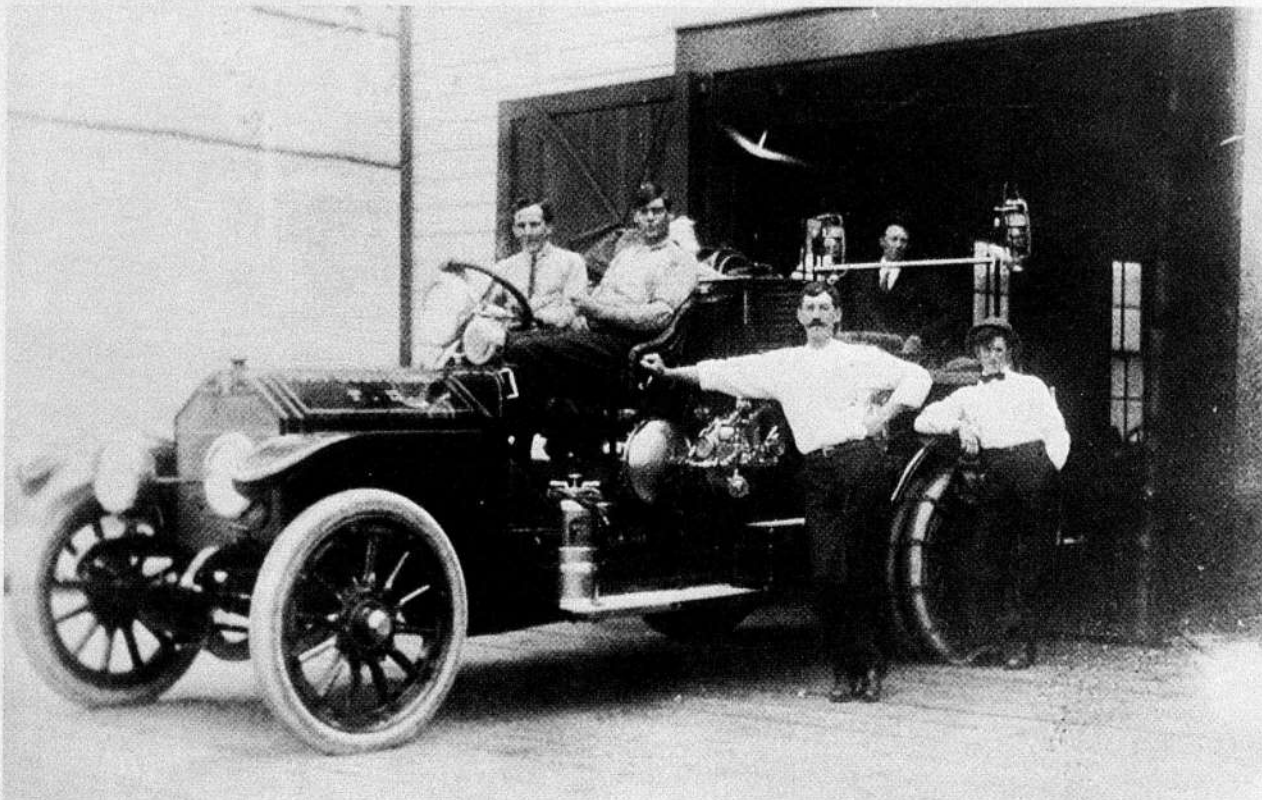
Not all times were tough. For entertainment, there was the movie theatre on Shaughnessy Street where silent movies thrilled residents like Annie Osborne. She remembers having to hold an umbrella up inside the theatre because the roof leaked so badly!¹⁶

Radio became a new form of home entertainment

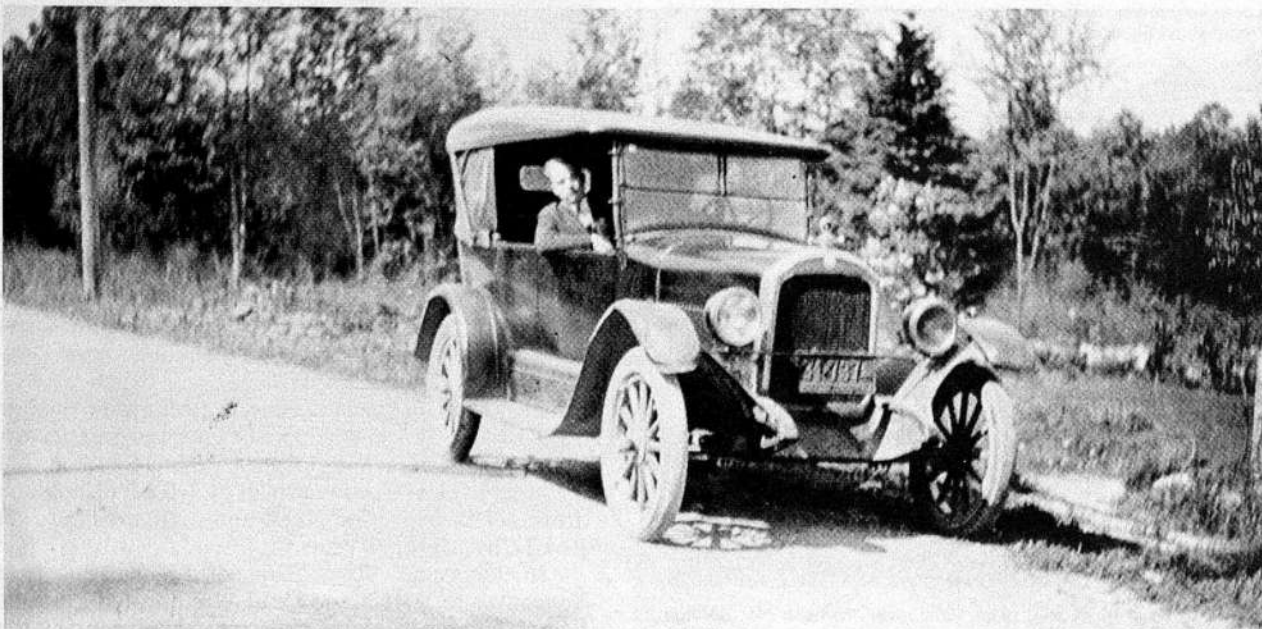
too in the 1920's. According to Lillian Reid, residents would hold radio parties, especially those with better radios bringing in more stations.¹⁷

Families shopped in Port Coquitlam or in New

Westminster. Adeline Boud remembers her family's weekly trip to New Westminster but the boys on their 'night out' also went to New Westminster, with or without the family!¹⁸



Port Coquitlam's fire hall and fire truck, 1915. Slim Stretch in passenger seat, Roy Greer leaning on wheel. Courtesy Norma Warren.



The Wingrove family's first car, 1928. Courtesy Mr. and Mrs. Morven Reid.



Coquitlam Theatre, c. 1920. Built in 1913, this theatre provided many hours of fine entertainment for locals. Courtesy Norma Warren.



Local freight line, 1931. Courtesy Vancouver Public Library Historic Photograph Section.



Pacific Stages Lines bus, 1930. Vancouver-Harrison Hot Springs route, Leonard Frank, photographer. Courtesy Vancouver Public Library; Historic Photographs Section.



John and Frances Smith, 1920s. John Smith was Port Coquitlam's first City Clerk. Courtesy S.F.U. Archives.



Beatrice Osborne, May Queen and May Pole dancers, 1924. Courtesy Provincial Archives.

More residents had cars in the 1920's, but the road system was still rudimentary. In the 20's, Dewdney Trunk Road and Pitt River Road were declared secondary provincial roads so that the municipality was only responsible for 50% of their upkeep. Cars still crossed the Coquitlam traffic bridge on planks and only Dewdney Trunk was paved.

In the early 20's, the Blue Funnel Jitney Service, owned by Joe Jackson and Jim Pringle, took residents to Vancouver or New Westminster. Annie Osborne took the jitney to New Westminster. It picked her up at home, drove her through Coquitlam and Maillardville to the Royal City, all for 50 cents.¹⁹

In 1922, Pacific Stages Transport began a route from Vancouver to Port Moody and Westminster Junction. Later, this was extended to Haney and eventually this became Pacific Stage Lines.



Vancouver-Port Haney bus, through Port Coquitlam, 1928. Courtesy Brian Kelly.



Percy Jackson and son, Bob with milk cart, 1917. Thanks to Mr. Jackson, home delivery was available to the people of Port Coquitlam. Courtesy Margaret Jackson.



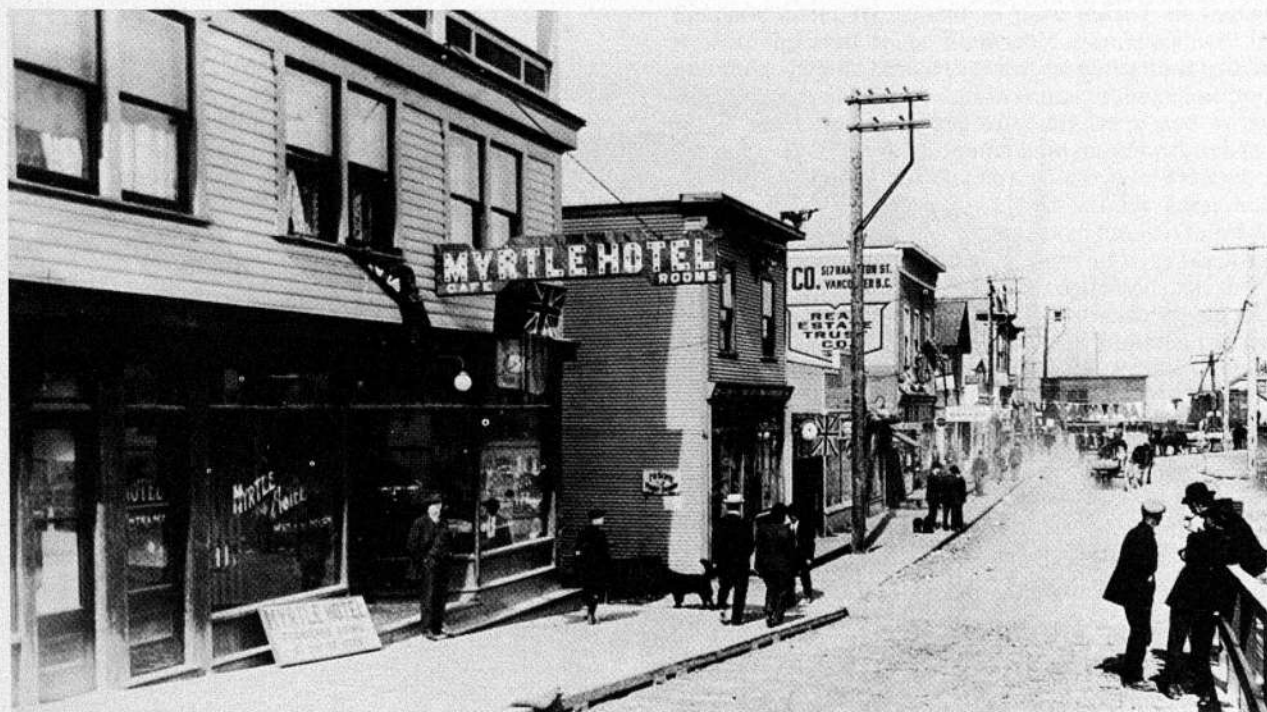
Cottage 1, Essondale Hospital, May 3, 1921. Courtesy Riverview Hospital.



Essondale float entry, Port Coquitlam May Day, 1927. This float took 3rd prize. Courtesy Margaret Jackson.



Mayor R. C. Galer and Royal Party, May Day, 1920's. Courtesy Margaret Jackson.



A pre-flood photo of the Myrtle Hotel, Dewdney Trunk Road. Sadly in 1921, this hotel was washed out by the swollen Coquitlam River. Courtesy Port Moody Station Museum Society.



Irene Osborne's entry in the Decorated Bicycle Parade, May Day, 1927. Courtesy Margaret Jackson.

1920'S FOOTNOTES

1. *The British Columbian*, August 6, 1920.
2. *The British Columbian*, August 6, 1920.
3. Oral Interview, Lillian Rowland, 1984 - Port Moody Station Museum.
4. *The British Columbian*, October 28, 1921.
5. Oral Interview, Harold and Mary Routley, 1987.
6. Oral Interview, Harold and Mary Routley, 1987.
7. Oral Interview, Glen Rowland, 1987.
8. Oral Interview, Jim Boileau, 1987.
9. Oral Interview, Harold and Mary Routley, 1987.
10. Oral Interview, Harold and Mary Routley, 1987.
11. City Minutes, September 5, 1922.
12. City Minutes, August 8, 1922.
13. Oral Interview, Gertrude McNair, 1987.
14. City Minutes, March 19, 1923.
15. City Minutes, July 11, 1922.
16. Oral Interview, Annie Osborne, 1987.
17. Oral Interview, Lillian Reid, 1987.
18. Oral Interview, Adeline Boud, 1987.
19. Oral Interview, Annie Osborne, 1987.



Port Coquitlam City Hall, built 1913. Courtesy Cliff Cousins.

PUBLIC WORKS AND PUBLIC RELIEF

THE 1930'S

Today, for some, 'the 1930's' recalls the sound and swing of the big bands, the birth of Canada's Dionne quintuplets and the popular radio shows like Oxydol's "Ma Perkins." In British Columbia, massive unemployment, relief work camps and labour strikes also characterized this decade. Rural cities, like Port Coquitlam, escaped the very worst of the era, but for some, the 1930's meant real hardship.

In the 1920's, the City of Port Coquitlam had borrowed more money to cover its commitments, believing that the city's financial situation would improve. Unfortunately, it did not. In addition, throughout the 30's, City Council had to provide relief to those hit by the depression.

Statistics can't describe how serious the 1930's were, especially for families without breadwinners. In cases of illness or emergency, neighbours, the city and groups like 'Home for the Friendless' or the Women's Institute were the only source of help. For example, in one case, in 1930, where a deserted mother became sick, the city paid \$3 a week for the youngest children's care.



The Scott family home, believed to be the first residence with electricity. Courtesy Bruce Scott.

The city gave vegetable seeds to residents, those who could sold or traded their produce. Women hired out to do house or farm work. Children, especially the boys, took on paper routes and other jobs to raise cash.

Norman Clare, for example, a James Park Elementary School student in the 30's, remembers walking about ten miles delivering the *Vancouver Sun* for \$15 a month.¹

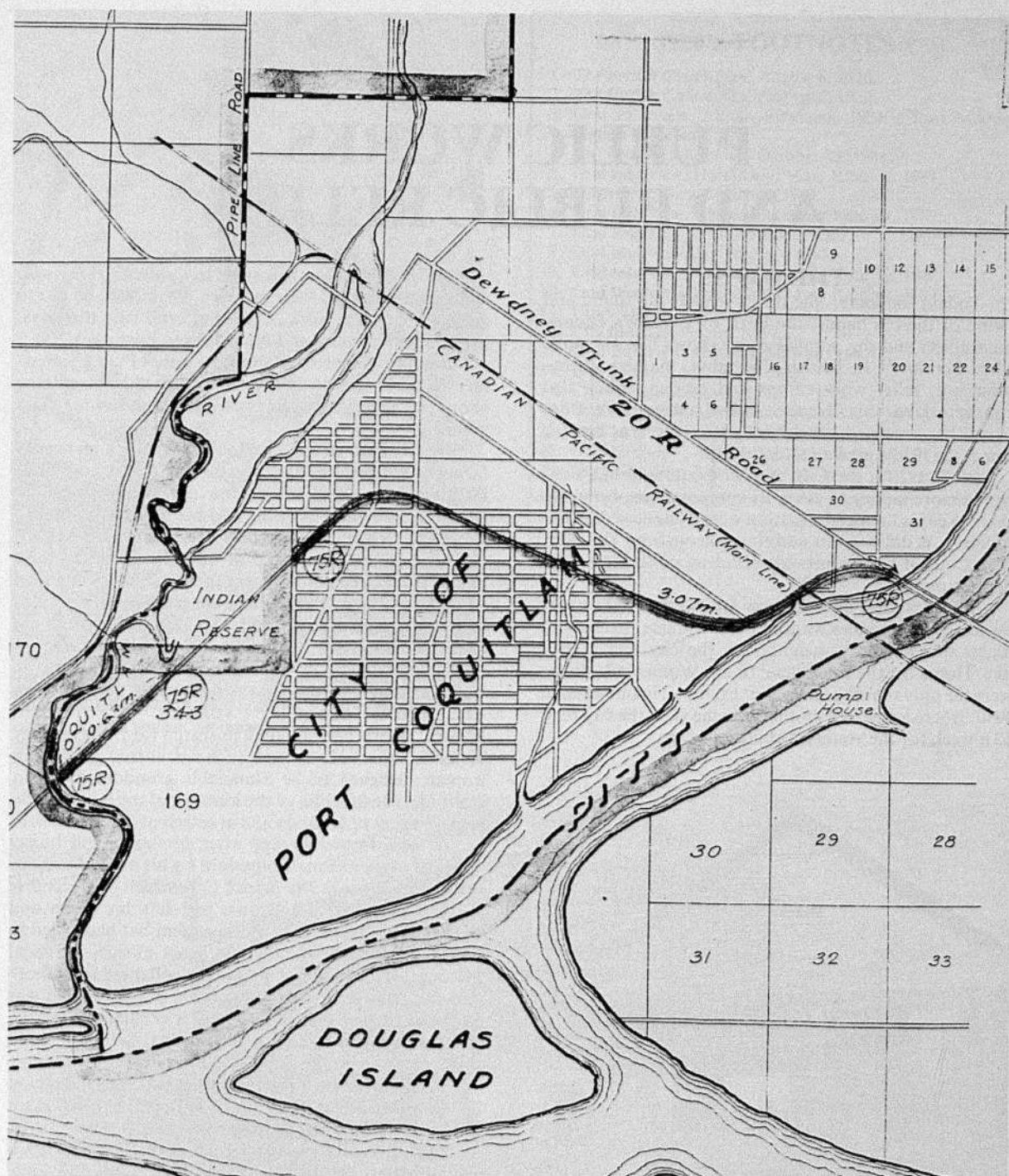
Men without steady jobs looked for work on nearby farms, as did Jim Robbins who moved to the city in 1932. He first worked as a hand on the Wilcox farm on Dominion Avenue. Then he and his wife moved to the Minnehada Ranch where they lived from 1938 to 1941. Others, less lucky, worked at odd jobs, trading their labour to the butcher for meat for the table. Some men left the city, some even went gold panning in the Cariboo. (This was encouraged in Coquitlam where the District 'gave stakes' to men heading for Barkerville.)

In the 1930's, Port Coquitlam's local legend -- 'Slumach's gold mine' -- was revived. In 1926, Robert Allen Brown, known as "Volcanic" or "Volcano Brown," a prospector, came to search for the legendary Slumach mine. He is said to have nursed an Indian woman, believed to be Slumach's granddaughter. In gratitude, she told him of the location of the mine and he began a series of annual visits in search of the yellow ore.

A local farmer looked after his horse and buggy when he came to Port Coquitlam on his annual treks to the Pitt Lake area. *The British Columbian* of December 4, 1931, reported that Brown had left his horse and buggy, as usual, with the local resident but had failed to return. As Brown was then 86 years of age, the local police organized a search party. His collapsed tent, shotgun, etc., and a jar containing 11 oz. of coarse gold was all that was ever found, although it is rumored that he was later spotted in Denver, Colorado, living the good life!

Volcanic Brown's interest in the mine was prompted by the sensational tales surrounding the mysterious Slumach. The most popular is that in the 1880's, Slumach, a Coast Salish Indian, discovered a gold-laden creek bed just east of Port Coquitlam, in the Pitt Lake area. In 1891, Slumach was hanged for the murder of Louis Bee. Moments before being hanged, he is said to have uttered a curse on all those who would search for his mine.²

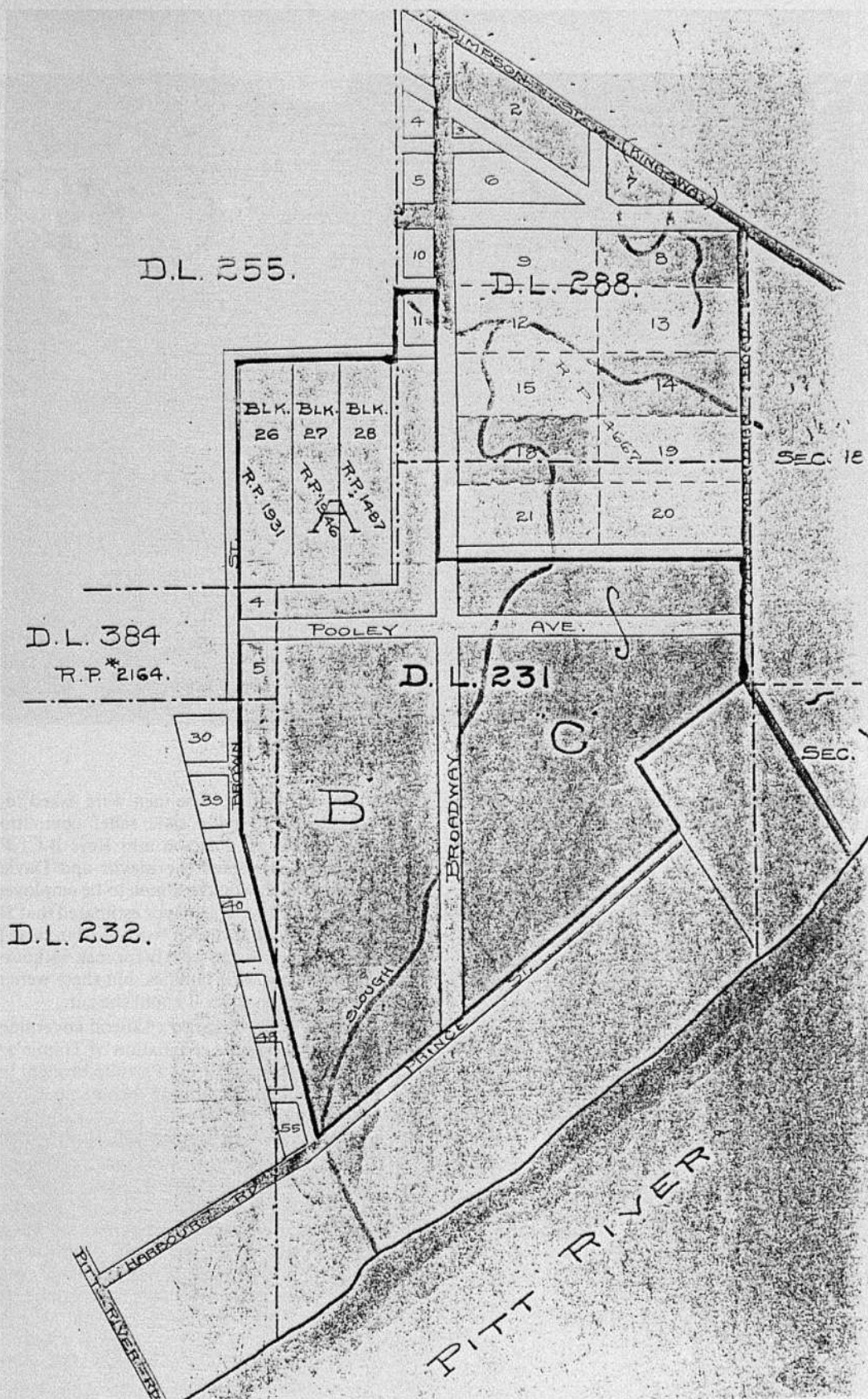
Despite the hard times, Port Coquitlam escaped most of the strife of the 1930's, but residents were always aware of events outside the city, for example, the Fraser Mills' strike in 1931. The *Western Canadian Lumber*



Port Coquitlam map, 1931, showing proposed arterial road. Courtesy S.F.U. Archives.

Company cut wages again and again in 1931 and in September, the men voted to strike. Police, including a newly formed Emergency Troup of the B.C. Provincial Police, usually known as the "Mounted Troup" - 10 horses and 10 officers from around the province, were

called in.³ Workers lined the streets shouting "The Cosaks are coming,"⁴ and the District of Coquitlam reacted by refusing relief to workers and their families. Strike kitchens were soon set up and bumming committees solicited vegetables and other food from nearby



Port Coquitlam survey map, 1932. This section of villa lots sold to speculators, from 1911 to 1913, was returned to acreage as three farms by the city in the 1930s. Courtesy S.F.U. Archives.



George and John Wingrove building at Columbia and Pitt River Road. Courtesy Morven and Lillian Reid.

towns, including Port Coquitlam. One anonymous report has it that a cow from the provincial Colony Farm in Port Coquitlam was 'liberated' from the farm for the strikers' benefit.⁵

Perhaps because Port Coquitlam was a close community, perhaps because of the personalities involved and community support, the city escaped much of the bitterness often associated with relief administration. The province did provide funds for relief work which were administered and supplemented by municipal governments. Cities like Port Coquitlam, with extremely limited resources, were not able to offer much. The city, for example, resisted allowing owners to work off their taxes on public projects or allowing residents to cut and sell wood from city lands. This was common practice in Coquitlam district.

The City Council did, however, take the situation of the unemployed seriously as this 1931 incident shows.

In November, the Board of Works (responsible for administering relief work) met at the City Hall, just after a meeting of the unemployed at the hall. The Board supported the men's resolutions and City Council sent a delegation to Victoria asking for action on the relief question. The delegation included Charles Ayling, the unemployed's representative. The mayor, R.C. Galer, Charles Davies of the Board of Works and Ayling, met the M.P.P., N.S. Loughheed and received a "sympathetic hearing."⁶

On their return, the delegation reported to an

Unemployed Meeting. The men were asked to appoint two people to go on a civic relief committee. They appointed Rev. M. Pearson and Rev. B.C. Freeman. Council then appointed the mayor and Davies to the Committee which would list men to be employed on city projects at \$2 a day. The mayor estimated that \$1,250 per month was needed for relief work. In January, 1932, the wage had to be cut to \$8 weekly for men without children and \$10 for those with families, but there were no complaints brought to council about the cut.

In 1933, 'Duff' Pattullo's Liberal government came to power following the resignation of Tolmie's Conservatives. As premier of B.C., Pattullo brought in a series of people's budgets promising income tax reductions, a new Minimum Wage bill and provincial loans to cover public works relief, then solely a civic responsibility.

The Council then negotiated joint federal/provincial work grants to improve the Coquitlam River. One project involved the deepening of the Coquitlam River. Bill Morrill, who was a steam engineer, endeavoured to convince the powers that be that a steam shovel should be built, however, as money was extremely scarce, the work was accomplished by shovels, wheelbarrows and sweat. Upon finishing the day's work, with the river fairly low, it was practice to simply leave the tools to the side of the river bed. One evening in 1935, a sudden rise in the waters occurred and the equipment was suddenly washed away!⁷

In spite of the economic strain of the 1930's, Port

Coquitlam did experience limited growth. Several local companies did manage to establish themselves. The once defunct Blue Funnel Motor Line Limited, forerunner of the Pacific Stage Lines, was reestablished on January 26, 1933 by George H. Andrews and Samuel Herbert Coldicutt. Although the head office was in Vancouver, the main object of the company was to provide transportation from Port Coquitlam to New Westminster.



Huntington Rubber Mill, formerly Gregory Tire Ltd. This building was situated directly north of the C.P.R. Railway Line at Westminster Junction Station, shown below. Courtesy George Laking.

Gregory Tire and Rubber Company, located just north of the C.P.R. station, had been established in 1926. Difficult economic times forced the company to fold its Port Coquitlam operations and the land was sold for taxes in the 1933 tax sale. Because the city wanted to "dispose of the plant as a going concern," as opposed to dismantling the operation, it was held in receivership until March 23, 1935, when it was purchased by The Huntington Rubber Mills of Canada Limited.⁸

In 1928, Gene Boileau had opened a barbershop and pool hall on Shaughnessy Street. However, in 1931, he relocated on Dewdney Trunk Road in the groups of shops situated where the present parking lot of the local Legion now stands. The facility became a popular gathering place for local men.⁹

"Yes, the 1930's were hard," says Rosina Morrill-McLachlan, "but people made their own entertainment. Concerts, card parties, picnics, May Days and some shows, so these times were also enjoyable."¹⁰ Port Coquitlam's residents met regularly throughout the thirties for social events and family activities – 'Hard Times' suppers, Sunday School picnics and community variety nights are remembered by many. Ben Whitely, for instance, often performed as a musician, comedian and juggler, while Annie Gardner often sang. Robbie Burns Nights, which began in the 1930's in the Agricultural Hall, continued through the 1950's.



Curiously, this photo of Westminster Junction Station, although taken in the 1960's, portrays the station as it appeared during the 1940's! Courtesy Lyle and Evelyn LeGrove.



C.P.R. and Vancouver pioneers at Coquitlam Station, 1936. All were passengers or crew on the Jubilee train with its replica engine #371, celebrating 50 years of Canadian Pacific passenger service. Courtesy Vancouver Public Library.



Port Coquitlam's Legion Band, 1940s. Leader Charles Ayling, fourth from left. Courtesy S.F.U. Archives.

On Robbie Burns' Day, the festivities included the 'piping in' of the traditional haggis by a local band, which was toasted to by Mrs. Jessie Marshall.¹¹ Mrs. Charlie Davies' bannock and the presentation of a Robbie Burns' Day tribute both became a regular tradition in

the city! This annual tradition became an institution in Port Coquitlam and was usually held near the end of January at the Agricultural Hall. Glen Rowland, a teenager at the time, remembers "very broad accents" especially during the celebrations!

Service Groups

Royal Canadian Legion #133

In 1934, the Royal Canadian Legion Branch #133 obtained its charter. The original members were Arthur Mars, H.G. King, William David, W. Trerise, C.S. Davies, N.C. Ayling, W.H. Rowland, W. Coutts, J. Davison, J.H. Pierce, D. Gash, A.R. Millard, W. Hol-loway, D.C. Simpson and W. Marshall. In the early years, meetings were held in local halls and the homes of individual members within the community. It was not until about 10 years later that the branch was able to purchase property. They decided on four or five lots in the area first owned by the McLean family, later purchased by the Marshalls, located on Pitt River Road, which was for sale at \$3600.

In 1946, the old house standing on the property, became their hall and soon afterwards, the Legion obtained the licence to sell beer. Unfortunately, this building burned down. The group moved its headquarters to McAllister Plaza and later to their present location on Shaughnessy Street which was finished in 1984.¹²

Port Coquitlam's Legion Band, which marched to welcome the King and Queen in New Westminster in 1939, was formed in the 1930's. The leader, Charlie Ayling, a housebuilder, was well known in the community.

Port Coquitlam Elks Lodge #49

Although the local Elks Club had established its charter on September 25, 1920 with James Mars as Exalted Ruler and 97 original members, it was not until January 6th of 1938 that the building for the Port



Port Coquitlam's Legion Band marching, 1940s. Courtesy Jim Wingrove.

Coquitlam Elks Lodge #49, was purchased in trust in the names of Tom Lawson, Jack Aplin and Robert Blair.

In 1941, an extension to the building was constructed by members, F. West, T. Lawson, T. Brunt, F. Waman, B. Battistoni, W. Stewart and L. Osborne. The Order of Royal Purple #10, was instituted on July 10, 1947 and the first Honoured Royal Lady was Christina Routley and the Associate Honoured Royal Lady was Mrs. Graham. The membership of the women's sector has grown from the original 23 to 54 persons in 1987 who have been involved in many community projects.

On September 24, 1949, the title of the building on Shaughnessy was transferred to the Elks and a large extension was constructed through the help of its members. The newly refurbished facility was officially opened in 1950 and the lodge celebrated its mortgage burning in 1960.



"The Sailors"; Port Coquitlam children perform! Courtesy Brian Wingrove.



Flagday parade, sponsored by Port Coquitlam Elks. Courtesy Morven and Lillian Reid.

The lodge is now in refurbished premises in Leigh Square. The membership has grown to 106 by 1987 including the officers, C. Peever, H. Schuil, J. Hurst, R. Butler and George Laking. (Harold Routley, one of the original charter members, is still active.¹³)

Port Coquitlam's P.T.A.

Although Glen and Victoria Drive Schools already had P.T.A.'s, Port Coquitlam's first P.T.A. meeting was held in January of 1933 at City Hall. The fees of this meeting were 25 cents. The first slate of officers was:

President, Mrs. A. MacDonald
 Vice-President, Miss H. Gourd
 Recording Secretary, Mrs. R. Gruchy
 Treasurer, Mrs. V. Douglas
 Membership, Mrs. Fraser
 Programme, Miss H. MacIntosh
 Social Convener, Mrs. Coffey

Other Presidents were Mrs. E. Cox, Ada Irvine and Mr. F. Harvey.

In September of 1933, Miss Hazel Trembath was sworn in as Vice-President of the P.T.A.

On May 12 of 1939, all Port Coquitlam's service clubs and citizens celebrated May Day as usual, while preparing for the official visit of King George VI and his Queen, Elizabeth, to New Westminster.



Victoria Drive School, 1940. Although this school is technically located in the district, many Northside Port Coquitlam children attended classes here over the years. Courtesy Margaret Jackson.



The Port Coquitlam Arch, one of 26 which lined the New Westminster Royal Parade Route, stood at 3rd Avenue and 2nd Street. Courtesy S.F.U. Archives.

The Royal Visit, 1939

In April, 1939, Port Coquitlam prepared to celebrate the arrival of King George VI and Queen Elizabeth on their national tour. The "Port Coquitlam Royal Welcome Committee," formed at a civic meeting, April 13, 1939, planned activities and the Royal Canadian Legion Branch #133 was responsible for many events.¹

First, on May 29, at 9:15 a.m., five minutes ahead of schedule, the Royal Train steamed across the Pitt River Bridge. Some 2,000 people, from Port Coquitlam, Port Moody, Maple Ridge and New Westminster, crowded the Westminster junction platform for a glimpse of the royal couple. City Council, with support from Port Moody, had requested that the train at least slow down at Coquitlam, so spectators had come from all nearby communities.

"Little Peggy Wingrove, May Day's 'Miss Canada,' . . . waited with a bouquet of flowers and a neat little speech offering the deep love and loyalty of Port Coquitlam school children to Their Majesties."² Spectators hoped that the train, although not scheduled to stop, would pause for a few moments. The Royal Train's Hudson 2850 engine slowed. The crowd burst into cheers, waving Union Jacks everywhere! Sadly,

although individuals inside the train could clearly be seen, there was no sign of the King or Queen.³

The Royal Couple were scheduled to visit New Westminster two days later for May Day. Port Coquitlam, like other communities joined in the festivities. May 31 was declared a civic holiday in Port Coquitlam, as it was in the Royal City. Residents and school children travelled in style — in decorated C.P.R. coaches, to see the royal parade.

Port Coquitlam had its own arch at 3rd Avenue and 2nd Street, one of 26 along the route. Veterans' associations were stationed at various points. Canadian-Japanese veterans, like Port Coquitlam's Mitsumi Matsui, veteran of World War I, were at the Canadian-Japanese Society Arch on Queen's Avenue at 8th Street.⁴ Charlie Ayling led Port Coquitlam's Legion band, in brand new uniforms, in the parade. (The Canadian Legion Band was a Port Coquitlam institution. The city had even loaned the band money to buy new uniforms for the Royal Visit.⁵)

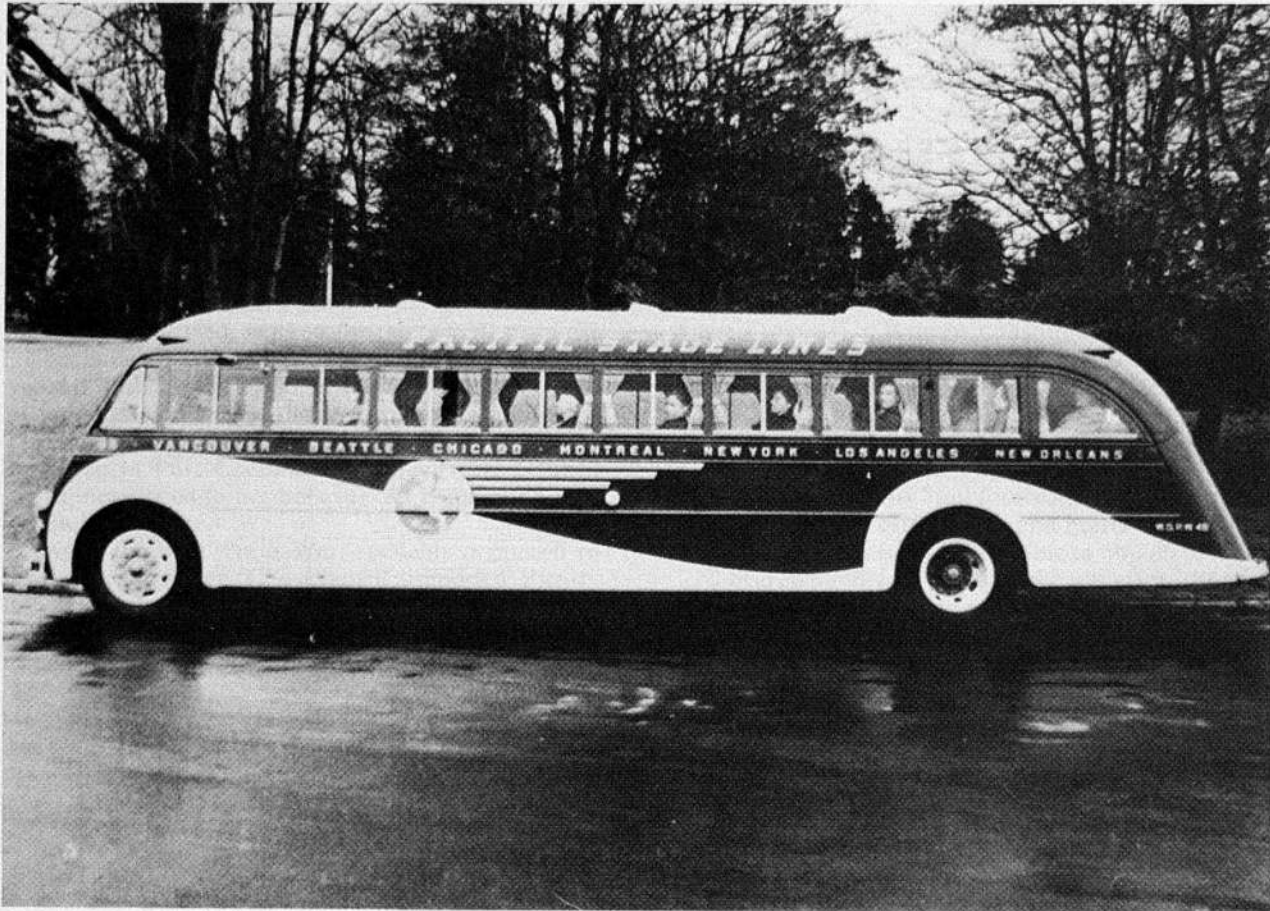
Almost 10,000 children gathered in Queen's Park Stadium for the May Day activities. Some 350 Port Coquitlam students assembled.⁶ One of these was Eleanor Routley who went to New Westminster with her school. She was 12 years old and very excited!⁷



"The Melody Kings," Tom, Jim and Bessie David, performing at Annie Marshall's wedding. The fourth member, Winnie David, usually played the drums. Courtesy Robert and Bessie McLaren, (nee David).



Port Coquitlam's Legion Band, 1940's. Courtesy Louise Levis.



The Pacific Stage Lines serviced the Port Coquitlam area. Note the curtains on this model! Courtesy B.C. Heritage Transportation Museum, Photograph Lawrence E. Hauta.

1930'S FOOTNOTES

1. Oral Interview, Norman Clare, 1987.
2. Art Downs (ed.). *Slumach's Gold - In Search of a Legend*. Frontier Books, Surrey, B.C., 1981.
3. *The Daily Columbian*, September 9, 1890.
4. P. Hereward Spike' Brown. *92 Years of Pride 1858 - 1950. The Story of the British Columbia Provincial Police*. Okanagan Division of the Royal Canadian Mounted Police Veterans' Association. 1983.
5. *The Columbian*, September 18, 1931.
6. Jean Williams. *The 1931 Fraser Mills Strike*. M.A. Thesis, Simon Fraser University, 1948.
7. City Minutes, December 8, 1931.
8. Oral Interview, Lloyd and Audrey Ricalton, 1987.
9. *City of Port Coquitlam Bylaw Validation Act*, March 23, 1935.
10. Oral Interview, Jim Boileau, 1987.
11. Rosina Morrill-McLachlan. *My Years in Port Coquitlam*. 1987.
12. Oral Interview, Glen Rowland, 1987.
13. *The Coquitlam Herald*, June 12, 1984.
14. Information provided by W.J. Alton and Alderman George Laking, 1987.



The Lovell home, built in 1926. Martha Lovell was an avid gardener and writer of poetry. This house still stands at 910 Pipeline Road. Courtesy Lloyd and Audrey Ricalton.

THE CITY EXPANDS

THE 1940'S

The 1940's were years of growth for Port Coquitlam. In 1940, Port Coquitlam's population was 1,300; most residents still farmed, worked for the C.P.R. or in the lumber industry. By the decade's end, the city's residents would number almost 2,000; new areas of the city would be developed and the downtown business core enlarged.

In 1939, World War II began. No local war industries developed in Port Coquitlam, although City Council several times tried to promote the old Huntington factory as an ideal site.¹

As in the first World War, residents organized to assist the war effort. City Council supported Victory Bond campaigns and the collection of salvage for war industries.² Residents provided extra provisions for the men of the *Coquitlam*, a Corvette minesweeper used by

the Canadian Navy in British Columbia's coastal waters. The Women's Institute and the Red Cross sewed bandages, quilts and other goods for soldiers overseas. Annie Osborne, a Women's Institute member for 56 years and a Red Cross worker as well, remembers the work. For example, 30 Port Coquitlam residents got on the bus for New Westminster immediately, to answer a W.W. II call for blood.³

In World War II, rationing was not voluntary. Residents registered at City Hall for a ration book for commodities like tea, coffee, sugar and butter. Things like stockings were sometimes impossible to obtain.

Local children, too, joined in the war effort. Besides drilling at school with broomsticks, they sewed and collected scrap metal. Kathleen Grootendorst remembers her Grade 8 class at Central School making a soldier's quilt, each patch with a child's name embroidered on it.⁴

Because of Port Coquitlam's strategic location in Canada's railway system, the federal government established guards on the Pitt River Bridge and stationed soldiers in the area. Local residents, including Robert



Named for Port Coquitlam, B.C., this Minesweeper was launched on the 5th day of January, 1944, at Nanaimo, B.C. She was commissioned on the 25th day of July, 1944, and paid off on the 30th day of November, 1945. During her period of service in the Royal Canadian Navy, H.M.C.S. "Coquitlam" was sponsored by The City of Port Coquitlam, B.C. through which, generous contributions were made to the comfort and welfare of those who served in this gallant ship. The record of H.M.C.S. "Coquitlam" is a proud one, and her Bell is presented as a memento and as a token of gratitude to those who gave so willingly of their time and substance for the benefit of the Ship's Company. May they share with them the satisfaction of a task well done!

Plaque, presented to the city, for its contribution to the war effort. This plaque still hangs in the Port Coquitlam main firehall. Courtesy Port Coquitlam Fire Department.



Jane Kilmer, long time Port Coquitlam alderman and community leader. Courtesy S.F.U. Archives.



Many Port Coquitlam women joined the Queen's Park Drill Ambulance Corps. in World War II. Shown here are Roberta Stewart, Lil Ford, Mary Galer, Connie Davie, Barb Stuart, Edna Davis, Gert Gillespie and Lona Orr. Courtesy Lona Orr.

Crouch, Alex Shand and Ernest Cook, worked on the bridge. Others remember seeing military units, even from Quebec, coming through Port Coquitlam on route marches, across the Red Bridge and down Pitt River Road, stopping to ask for water in French.⁵

At one point, men of the British Merchant Navy were also stationed in Port Coquitlam.⁶ Apparently the old Terminal Hotel building was again pressed into use, as a residence for the Merchant Marines.⁷

Some city residents, including Melvin Clerihue, a driver for Port Coquitlam Transfer and John Hellier, a foreman at the Minnehada Ranch, formed a Port Coquitlam detachment of the Pacific Coast Militia Rangers. They received permission from the City Council to set up an indoor range in the Agricultural Hall.⁸ A Port Coquitlam School Cadet Corps was also organized and practiced at a miniature range adjoining James Park School.⁹

Civil defense measures were taken. The City Hall, for example, had an air raid siren installed and residents trained in civil defense to be prepared for possible attack. Percy Musson, Coordinator of Civil Defense for Port Coquitlam, along with Alderman Jane Kilmer and Rosina Morrill-McLachlan, attended a programme on Vancouver Island which included wilderness survival.¹⁰

Kantaro Suyehiro, a Port Coquitlam farmer since 1929 became concerned as anti-Canadian-Japanese sentiment became more strident in B.C. His friend, Mayor R.C. Galer, offered to speak on Kantaro's behalf, should difficulties arise, but both men realized that civic officials had little authority over the situation. Suyehiro's son, Shiro, only remembers the family's leaving for Alberta *on very short notice*. On a weekend, the Central School janitor let him, with his brothers and sisters clear their desks. He left a message for his classmates on the chalkboard that read, "See you when I get back." (Sadly, he did not return to visit his hometown

NOTICE TO ALL JAPANESE PERSONS AND PERSONS OF JAPANESE RACIAL ORIGIN

TAKE NOTICE that under Orders Nos. 21, 22, 23 and 24 of the British Columbia Security Commission, the following areas were made prohibited areas to all persons of the Japanese race:—

LULU ISLAND (including Steveston)	SAPPERTON
SEA ISLAND	BURQUITLAM
EBURNE	PORT MOODY
MARPOLE	IOCO
DISTRICT OF QUEENSBOROUGH	PORT COQUITLAM
CITY OF NEW WESTMINSTER	MAILLARDVILLE
	FRASER MILLS

AND FURTHER TAKE NOTICE that any person of the Japanese race found within any of the said prohibited areas without a written permit from the British Columbia Security Commission or the Royal Canadian Mounted Police shall be liable to the penalties provided under Order in Council P.C. 1665.

AUSTIN C. TAYLOR,
Chairman,
British Columbia Security Commission

Early in 1942, the Canadian government began to remove Japanese-Canadians — even those of Canadian birth — from the B.C. Coast. By October, "all persons of the Japanese race" were evacuated. Courtesy B.C. Provincial Archives.



Women of Port Coquitlam contributed to the war effort as well! Back row, left to right: M. Galer, R. Stewart, L. Stevenson, C. Davis, B. Stewart. Front row, left to right: S. Orr, L. Orr, B. Morrison, G. Gillespie, E. Davis. Courtesy Lona Orr.



Mr. Brand's Central School "Broomstick Brigade," a military drill group, World War II. Courtesy Shiro Suyehiro, second from right, seated.

until 1972. None of his brothers or sisters now lives in B.C.¹¹⁾

The family left their 20 acre farm on Cedar Drive on April 5, 1941 and remained overnight in Mission so as to catch the morning train to Colhurst, Alberta. They were refused food at the local cafes and lodgings anywhere in the town. Mr. and Mrs. Suyehiro and their eight children, forced to sleep in the baggage car, were awakened by the C.P.R. Police and an R.C.M.P. officer who questioned their overnight stay in the car. The family, although apprehensive, explained their situation and the R.C.M.P. officer kindly found them a spot in town that prepared breakfast for them all.

Before anti-Japanese sentiments had been so extreme, the two oldest sons, Kanichi and Hisaji, had volunteered for the Canadian Army, but were not accepted!

Shiro had attended James Park School until grade six and Central School for grades seven through until April 5 of his grade nine year when the family departed. His artistic talents were recognized by his teacher, Ada Irvine, who took one of his water colour works, an Indian motif, to the Vancouver Museum. He was also the student asked to lower the school flag to half-mast to mark the death of King George V in 1935.

The family settled in Alberta and found work on sugar beet farms. Later, most moved to Ontario. Today, for Shiro Suyehiro, who lives in Manitoba, the memories of those years are still alive and surrounded by questions that remain unanswered.¹²⁾

Another Port Coquitlam farmer, Masumi Mitsui, a World War I veteran with medals for outstanding bravery at Vimy Ridge, had his home and properties seized by federal government authorities in 1942. His family had settled in Port Coquitlam in 1929 and established a poultry farm on Laurier Avenue.

Mitsui was first sent to Hastings Park Internment Camp. He was later moved to Greenwood, B.C. and finally to St. Catharines, Ontario. Once the war had ended, he chose to settle in Hamilton near his two sons and two daughters.

(The light in the Stanley Park Monument erected by the Canadian-Japanese Association after World War I, was purposely extinguished on December 8, 1941. In a ceremony at 11 a.m. on August 2, 1985, Mitsui relit the war memorial's flame.¹³⁾ Two years later, on April 22, 1987, Mitsui, the last surviving Japanese-Canadian World War I volunteer, died at the age of 99.¹⁴⁾

May 9, 1945 saw the end of fighting in Europe and, on August 6 and August 9, atomic bombs were dropped on Hiroshima and Nagasaki, thus ending W.W. II. A civic holiday was declared in Vancouver. VJ Day was marked by a full schedule of activities, including parades and dancing in the streets.¹⁵⁾ In Port Coquitlam, stores, businesses and industries closed and citizens celebrated. The city anxiously awaited the homecoming of their local servicemen. Private John Kavanagh, whose parents, Mr. and Mrs. N. Kavanagh, lived on David Road and Private Clifford Horton, the son of Mr. and Mrs. Jack Horton, who resided on Coquitlam Street, were expected to arrive home before the week's end.¹⁶⁾

At home, when the war ended, so did most ration-

ing. In celebration, people tore up their ration books!¹⁷⁾ In Port Coquitlam, the C.P.R. brought the homeward bound Australian troops through the city. The cars were crowded with soldiers and some gave their hats to the local girls. It was obvious many had been severely injured. The local owner of Spud's Coffee Shop on Pipeline Road, gave out free ice cream to celebrate the end of World War II.¹⁸⁾

Most of Port Coquitlam's younger men served in World War II. Among those who came home was Port Coquitlam's Jim Wingrove, who had served overseas in the Seaforth Highlanders. He had been stationed mostly in Italy and in Holland and had been severely wounded when hit in the back by some artillery fire.¹⁹⁾

Glen Rowland had been overseas since January of 1942 with the Second Corps as a 'Signaller' in the Artillery Survey Division. He spent Christmas of 1945 on a homeward bound vessel and New Year's Eve aboard the C.N.R. which took him home to his parents, Doug and Lillian, on January 3, 1946.²⁰⁾

The Royal Canadian Legion Ladies' group was originally presided over by Mrs. Marshall. However, during a meeting held to welcome the war brides shortly after the Second World War, Mrs. Marshall introduced Martha Lovell to new-comers as "the grandmother of the Legion." The brides taken by local soldiers when overseas, were made to feel most welcome by those in their new community. They each received "a little memento of the memorable occasion...a lovely cup and saucer as a token of friendship" and were read a special message by Mrs. Lovell which included the excerpts:

All of us Legionnaires do offer a helping hand

To these war brides coming to our land...
So we welcome them heartily and shake their hand

All these war brides coming to our land.²¹⁾

Robert McLaren who had worked for five years in the R.C.A.F. as a Training Officer under the "Commonwealth Plan" training men from as far away as Australia, returned in 1946. "The Officers...trained ten men for every one that went overseas."²²⁾

Also in 1946, Jim David and Albert Smyth returned to Port Coquitlam after having served overseas since 1942. Smyth noticed a marked change in the city. Before his departure, "you could speak to virtually anyone on the street,"²³⁾ but, when he returned, there were many new faces. Poor farming conditions in the prairie provinces, combined with a depressed economy, had prompted many from eastern and central Canada to move to the coast in order to find employment in the wartime industries or to farm the fertile land. As a result, the population of Port Coquitlam rose during the 1940's.

Others who had answered the call to assist the war effort on behalf of the Allied nations were not so fortunate. The names of those from Port Coquitlam who lost their lives in World War II are inscribed on the city's cenotaph which now stands in the park adjacent to City Hall.

S.W.F. Baker
H. Barnum
E.R. Berkey

H. McTavish
F. Meehan
J.G. Millership

D. Davison
G. Davison
J. Earlane
W. Krivac
R. Lonsdale

A.H. Spinks
C. Tran
F. Treichel
H.L. Vanderveen
J. Zappia

In the 1940's, people started to settle in the Hastings Street area, north of what is now the Lougheed Highway, just west of the Coquitlam River. Hastings Street was accessible only by Pipeline Road and Davies Avenue, (the Lougheed Highway was not built until 1951), or by footpath from the C.P.R. station on Dewdney Trunk, now Kingsway, which wound alongside Huntington Rubber Mills to connect with the corner of Davies and Hastings.²⁴

Some who eventually settled in the north section of Hastings Street originally were weekend visitors. Nick and Doris Stevenson had been travelling home from the annual Mission fair when they learned of property available in this area while having lunch in Port Coquitlam's Pop's Cafe. They used their new property for vacations from its purchase in 1941, but it became their permanent residence a few years later.²⁵

Just north of Davies Avenue on Ralieg, there was a golf course owned by Mr. and Mrs. Reid. Professional golfers travelled from Vancouver to play on this course.²⁶

During the forties, next to Graham's Garage, the

first door in the 'Cement Block', directly west of the river on Dewdney Trunk Road (now Kingsway), was the site of the local post office. Upstairs, there were rows of post boxes, however, most in the community lined up for General Delivery. As a result, the post office became a social meeting place. The Post Master was Charlie Davies. Some of his employees were Christine Marshall, his niece, Patti Blondell, and Amy Castonguay.

Albert and Holly Baumgartner owned the Club Barber Shop and Confectionery located in the same series of shops at that time. This section of town "was quite a



The Super-Valu Store on Shaughnessy, built in 1952. Owner, Fred McCallum, introduced "cash and carry" to Port Coquitlam. In the past, "running a tab" had been common practice. Courtesy Albert and Maida Smyth (nee McCallum).



Pop's "Good Eats" Cafe, 1950's owned and operated by 'Pop' Ticehurst and family. Courtesy Myra Lavalliere.

respectable area." 'Pop' Ticehurst owned the v-shaped structure, the Good Eats Cafe.²⁷

The block between the Coquitlam River and the present-day underpass on Shaughnessy included Lewis Bros. New and Second Hand Goods, proprietor, T.M. Lewis, Turcotte's Drycleaners, and Coquitlam Grocers, owned and operated by Charles Stewart and his family. Gene Boileau's Barber Shop, Sweeney's Bicycle and Plumbing Shop, Sinclair's Jewellery Store, the Coquitlam Bakery, proprietor, W.C. Hall, the United Church and the Central Hotel, "a 1940's Honolulu Style, two storey building with double windows"²⁸ that housed Lawson's Cafe (later the Hong Kong Cafe) were next. There was also a beauty salon and Angeloni's General Store which carried dry goods and groceries. The Red and White Store on Shaughnessy was owned by Messrs. Morrison and Rodgers. Campbell's Meats and the Masonic Hall were also on Shaughnessy. The Pacific Stages depot was near Helen's Confectionery on Dewdney Trunk.

Along Pipeline Road, west of Kingsway, the row of businesses included Terry's Tire Shop, Spud's Coffee Shop, owned by 'Spud' McNiven and Harry's Corner, a convenience store. This was on the busiest corner of the city as the Dewdney Trunk was then the only road to Port Moody. It was almost kitty-corner to the Brackman-Kerr Milling Company Limited, next to the C.P.R. line, which was managed by J. T. Harding.²⁹

Just west of the Agricultural Hall and Fairgrounds, the Frosted Food Bank was established by 1947 by the proprietor, C.J. McGregor. Among the services offered were storage lockers for frozen foods. This type of business did well in Port Coquitlam for there were many families and individuals, candidates for bulk buying, but home freezers were an expensive luxury.

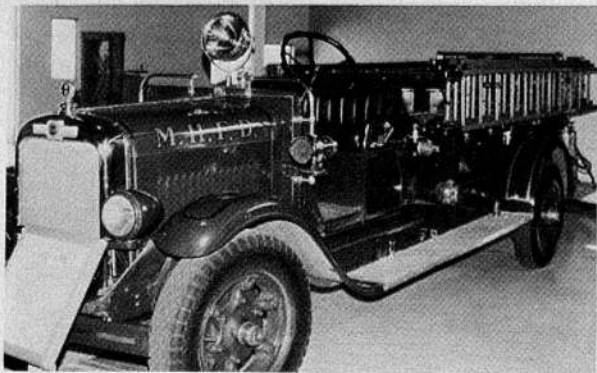
The Smyth family property was on Lougheed Highway at Coast Meridian Road. In 1947, family and friends built a new barn. The barnraising was followed by a barn dance. Maida Smyth remembers the occasion as being quite the event attended by "such a crowd of people!"³⁰ (The barn still stands today and is now the site of the David Hunter Garden Centre.)

In 1948, a severe flood came upon the Fraser Valley with little warning. On the May 24th weekend, the gauge at Hope, B.C. passed the 26 foot mark. The following morning, the Mission gauge registered 18.8 feet, just short of the danger level of 20 feet. By May 28, the Fraser had swollen to register 23.4 feet on the Mission gauge, approaching the 25.5 foot record of the 1894 flood.³¹ The waters continued to rise and on May 30, 200 feet of the Matsqui dyke gave way. Unprecedented flooding occurred. Forty-five hundred soldiers and sailors as well as 40,000 civilians met the challenge.

The Pitt and Fraser Rivers flooded much of Port Coquitlam's lower land in spite of sandbag crews and dyke patrols. "The last train from Agassiz took four



Interior of the B.C. Telephone office, Port Coquitlam, 1940s. Courtesy Margaret Jackson, then office supervisor.



Essondale's La France fire engine, used there for 41 years. This engine was also used as a mobile pump at Colony Farm during the 1948 flood. Courtesy B.C. Heritage Transportation Museum. Photography, Lawrence E. Hauta.

hours longer than usual as the tracks were under water. The area near Colony Farm was flooded and the Indian families who lived there (on the reserve) had to be brought out in row boats" over the fence tops.³²

Everyone helped during the 1948 flood – Art Castle remembers searching out a C.P.R. boxcar full of sand to fill the empty sand bags. "...lads (from the high school) packed sand all night on their backs. The dyke was ready to go."³³

For the first time in recorded history, the Fraser River backed ten miles up the Harrison River and flowed into Harrison Lake! Barnston Island was completely submerged.

On June 11, when the flood waters began to subside, an assessment of the damage revealed there had been ten casualties, 3,000 buildings destroyed, and 82 bridges washed out. Some 10% of the Fraser Valley – 55,000 acres, was completely flooded. The dollar cost of the damages was \$15,000,000.

As the flood waters subsided, Rosina Morrill-McLachlan and Mrs. Currie, of Port Coquitlam, were hired by the Army to feed those who were upgrading the dyking systems. They were on the Army payroll until the end of September of 1948.³⁴

During the flood of 1948, five houses on the western section of Pitt River Road were flooded by the rising waters, forcing the evacuation of the residents. In 1951, the city offered an exchange of properties to these homeowners. The moving costs were, however, the responsibility of the individual property owners and the sites offered, although in a better location, were smaller.

The Frankish family home was moved from its half acre site on Pitt River Road to two 33' lots on Irvine Avenue, above the flood level. The Martin home was moved to Irvine Avenue as well and the Ettinger home was moved to Lobb Avenue. The other two homes, one belonging to the Murphys, remained on Pitt River Road.³⁵

Dr. M. Schreiber was the Medical Health Officer and head of the School Board during the forties. He had an upstairs office on Dewdney Trunk Road and later moved to a building on Shaughnessy Street adjacent to MacDonald's Drug Store.

Socials and dances were held at the Farmers' Institute or 'Dogpatch' Hall on Victoria Drive where the David Orchestra would play until the wee hours of the morning. In describing these dances, a Port Coquitlam woman who would have been in her teens at the time, laughingly remembers: "Oh boy, those were wild times up there!"³⁶ The David orchestra, the "Melody Kings," included Tommy, Jimmy, Bessie and Winnie David.

Although actually the Victoria Drive Farmers' Institute Hall, the facility has locally been referred to as "Dogpatch" since Tom David, in the habit of referring to Annie Marshall as Daisy Mae, jokingly asked her whether she'd be coming to Dogpatch tonight! Because of the popularity of the L'il Abner cartoon strip in the local papers, the name persisted.³⁷

During the forties, Carl and Clara Jacobs owned several rustic cabins situated near the Coquitlam River, at the base of the North Bluff, near Oxford Street. Heads would turn in Port Coquitlam when they saw Clara Jacobs, a former Hollywood actress, in long scarf and dark glasses, driving her beautiful old car, complete with rumble seat.

During the war years, most local people in Port Coquitlam walked or rode a bike for local transportation. Very few owned vehicles. By and large, the streets were not paved until the 1950's. The Pacific Stages bus depot was near Helen's Confectionary by the C.P.R. station and the route ran along Dewdney Trunk through Essondale, where it made a stop and followed around the base of Cape Horn Hill and then continued along Brunette Avenue into New Westminster. Near the present junction of Matthewson and Cape Horn Avenue, there was a cafe called Lindy's where the bus would also make a stop. In 1947, a new bus depot was constructed at the intersection of Shaughnessy and McAllister.³⁸ Residents could also take the C.P.R.'s Kettle Valley Express, #12 or the Huntingdon Local Line into Vancouver or New Westminster.³⁹

Many people from Port Coquitlam were employed at Essondale, Gilley Bros., Swift's Meat Packing or Seagram's Distillery in New Westminster or at Thurston-Flavelle Cedar, McNair's Shingle, Pacific Veneer in Coquitlam or Fraser Mills. Also, the local retail shops and services within the city provided work.⁴⁰



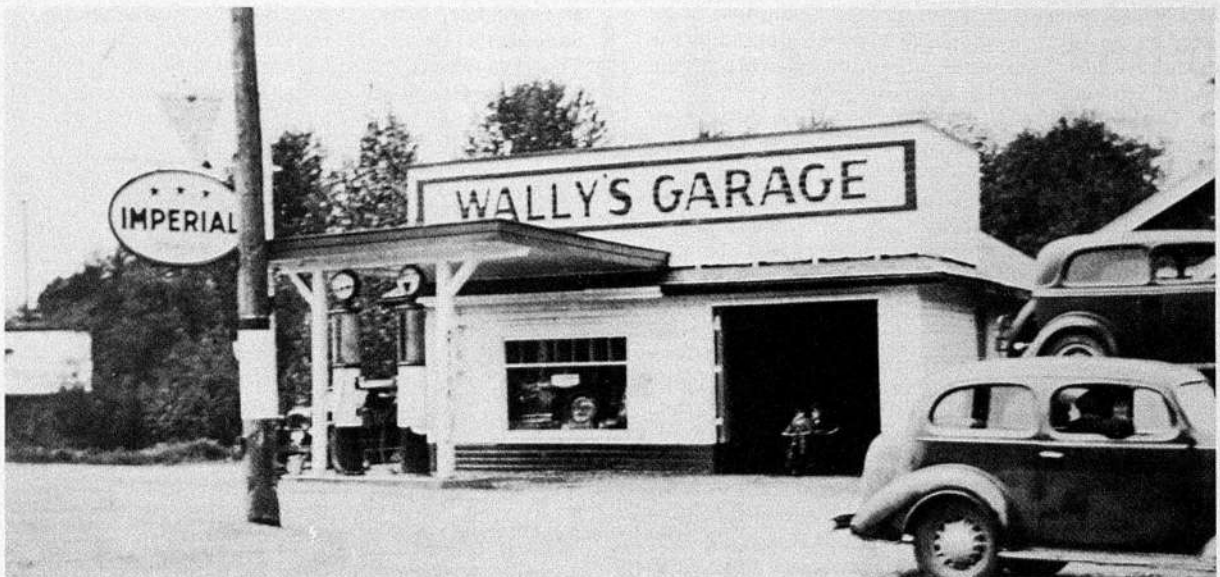
Mayor R. C. Galer presenting the bell from the dismantled S.S. Coquitlam to Alderwoman Rosina Morrill, 1954. Courtesy Rosina Morrill-McLachlan.

Port Coquitlam, however, was still a C.P.R. town. By 1949, at least 72 in the city were employed by the railroad.⁴¹ The city's Board of Trade census indicated a total population of 2,726.⁴² In spite of the long war years and the strain on the local economy, the City of Port Coquitlam had realized some growth, however limited,

over the decade. 1947, in fact, saw the greatest development in the history of the city within a one year period.⁴³ Speculation in real estate was revived. The reasonably priced land parcels began to attract those from the urban centre of the Lower Mainland.



Interior of Fred McCallum's Red & White Store. Once owned by Morrison & Rodgers, this store was issued the first telephone number in the city. Dial 1! Courtesy Albert and Maida Smyth.



Wally Stewart's Garage on Shaughnessy c. 1940. Note the Imperial Oil sign and cars! Courtesy Stephanie Friesen.



Medo-Land Daries, owned by Walter and Neil Carlson, was situated on Pitt River Road, just west of Shaughnessy Street. Courtesy S.F.U. Archives.



Milkman, Don Making, with Medo-Land Dairy truck, 1940's. Courtesy Jo Making.



Shaughnessy Street, looking south from Wally's Garage, 1948 flood. Courtesy Stephanie Friesen (nee Stewart).

1940'S FOOTNOTES

1. City Council Minutes, March 24, 1942.
2. City Council Minutes, December 9, 1941.
3. Oral Interview, Annie Osborne, 1987.
4. Oral Interview, Kathleen Grootendorst, 1987.
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BUSINESS AND INDUSTRY EXPAND

THE 1950'S

During the 1950's, Port Coquitlam began to grow rapidly. The new Lougheed Highway link-up brought new business and industry to the area. Following this, Port Coquitlam's population almost doubled. The city became, for the first time, part of the larger Lower Mainland community.

The Port Coquitlam Board of Trade realized that the opening of the Lougheed Highway meant changes and launched a campaign "to make our city a better and brighter place to live so that every resident is happy and proud to say they live in Port Coquitlam."¹

Before the 1950's, the majority of the working people within Port Coquitlam were employed by either the C.P.R. or the Essondale Hospital, however, the construction of the Lougheed Highway in 1949, combined with the reasonable real estate prices, began to attract large-scale businesses.

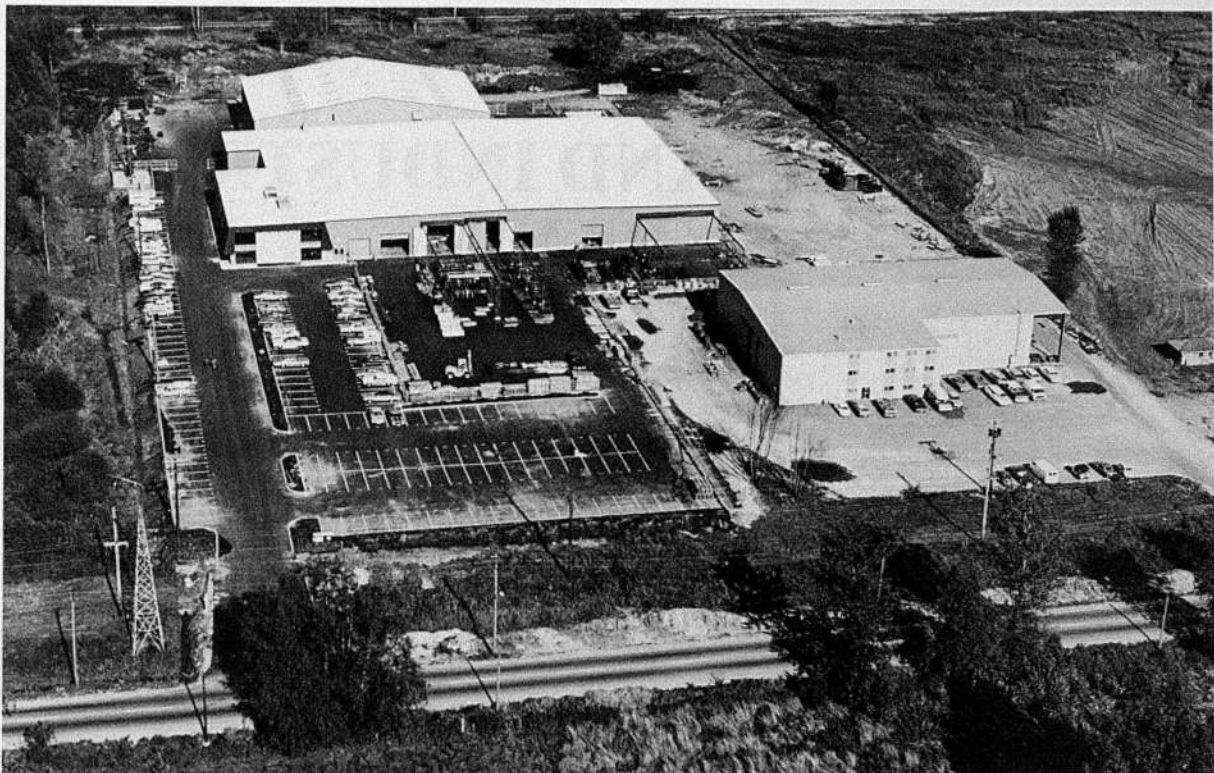
The C.P.R. strike in 1950 brought home the reality

of Port Coquitlam's economic base. One hundred twenty-five thousand C.P.R. employees actually went on strike, however, nearly two hundred thousand railway men were involved as the C.P.R. and C.N.R. strike halted the services of the Great Northern Railway Company and the Canadian National Express as well. Postal services were also crippled. On September 1, 1950, a full-scale shutdown occurred when, after 14 months of bargaining for a 40 hour work week and higher pay, no agreement could be reached regarding the pay raise. The walkout of C.P.R. workers involved a total of 17 unions and "virtually every train in Canada stopped running."² Port Coquitlam was truly a C.P.R. town, and felt the effects of the nation-wide strike.

Huntington Rubber Mills grew to employ 25 by 1957. In 1957, Ocean Cement took over both B.C. Cement and Evans Coleman and Gilley's. The sand and gravel industry expanded in Port Coquitlam to provide work for many local residents. Jack Cewe, Deeks-McBride, S.



C.P.R.'s Port Coquitlam yards, 1950s. Courtesy George Laking.



Esco Enterprises, 1970s, photographer Bob Dibble. Courtesy Esco Co. Ltd.

and S. Sand and Scott Bros. gravel companies were established. Although Jack Cewe originally began in the gravel industry, this company soon established itself as a blacktop and asphalt contractor and has been responsible for paving much of the city.

During 1957, construction began on Esco Co. Ltd.'s first Canadian Alloy Steel Foundry. The \$1,250,000 facility, which went into operation in January of 1958, was capable of manufacturing 150 tons of castings per month. The company, a subsidiary of Esco Corporation of Portland, Oregon and Danville, Illinois, selected the 20 acre site at 1855 Kingsway because of its accessibility to the main line of the nation's railway which would facilitate the exporting of produced goods.³

Growing demand forced three expansions of the original foundry which employed 250 men at its peak in 1980. Unfortunately, as with many resource companies, Esco was forced to reduce its staff considerably during the recent recession in the industry.⁴

Although residential development of Mary Hill, then known as St. Mary's Heights during Port Coquitlam's early years was stopped by the First World War and the incumbent depression, in 1957, a \$20,000,000 project for the construction of 1,100 homes by Yorkshire Trust was initiated. The "dream envisioned by real estate men at the turn of the century was to become reality."⁵ Mary Hill, "the ideal location for growing families," offered three bedroom homes for between \$15 and \$16,000 with down payments as low as

\$975 and N.H.A. financing at 6¼%.⁶ In June, Port Coquitlam's former mayor, Charles Davies, turned the first sod to launch the project and Mayor John Oughton and Council and Yorkshire Corporation representatives officiated at the ceremony.

By January 31, 1958, Port Coquitlam's annual land improvement costs totalled \$7,000,000. This had risen approximately \$1.5 billion per year within the decade. Property values had also risen. A two bedroom house on five acres of land sold for \$8,450 and a three bedroom home on a 99' corner lot closer to the city itself sold for \$8,950 and the most popular size, 1.6 acre blocks ranged from \$2,050 to \$2,300 depending on their location.⁷

By 1957, a considerable number of businesses had been established along the Lougheed Highway, which opened in 1951. At the west end of Port Coquitlam, near Hastings Street, Metropolitan Motors, a Shell gas station and the Maple Creek Coffee Bar, run by Ronnie Girard, were established. Across the street, on Lougheed, the Jolly Chef Cafe and The Lazy River Motel and Trailer Court had built up as well.

Near the Agricultural Hall and Fairgrounds, just east of Shaughnessy and Lougheed, another commercial area developed, including the B.C. Frosted Food Bank, Bill's Barbershop, Cam Bastedo's Real Estate Agency, Our Lady of the Assumption Catholic Church and the residence of the Right Reverend J.P. Kane were established. The eastern section of the Lougheed Highway was lined with a variety of shops and services including

and Keel Real Estate Agents, the Commercial Hotel, Truitt's Chevron Service, the Court Cafe, Martin Jacobsen's Crystal Freeze Drive-In Restaurant, (with its 25 cent milkshakes) and Sweetheart Cleaners, which featured special rates for Essondale uniforms.

In the Mary Hill area, Mary Hill Market was established on Pitt River Road by 1958 and the community had available the services of the Southside Baptist Church and the Royal Canadian Legion which were located near the Mary Hill Road intersection. Medo-Land Dairies was just west of the Shaughnessy intersection on Pitt River Road and it serviced the city of Port Coquitlam until late in the 1960's. Two of its milkmen were Billy Marshall and Don Making.⁸

In the extreme northwestern section, along Pipeline Road, were many summer residences as well as Glen Store, Glen Park and Glen Elementary School. The Deeks-McBride Gravel Pit Company had been established by 1958 as had the Oliver Hatchery, The Coquitlam Poultry Association, S. & S. Sand and Gravel Quarry and Jack Cewe Blacktop Asphalt Contractors.

The northeastern section of the city, along the Coquitlam River Road, which forked from Oxford, housed the Scott Bros. Gravel Company and the Steelhead Ranch Resort, which had formerly been the summer resort owned by Karl and Clara Jacobs. Although they still resided in the area, the ranch was managed by J.H. Holdsworth.⁹

By the mid-1950's, Shaughnessy Street had replaced the Kingsway area as the city's commercial centre. In 1950, Gene Boileau opened the Vedder Fishing and Hunting Club on Shaughnessy Street, complete with a barbershop, a lunch counter and card and pool tables. Its popularity grew so rapidly that in 1956, it became the Golden Ears Hotel with new facilities - 20 rooms and two suites. The opening ceremonies were attended by the Social Credit representative, Lyle Wicks.

In 1950, the Froland and Beattie families built the Port Coquitlam Bowladrome. This idea met with some resistance. The city was apprehensive that it might attract people of "questionable character!" Quite the contrary was the case, however, for the bowladrome has been a family place. The original owners sold the lanes to Bud Sowerby in the mid-1950's and in 1958, Mabel Madaski and her son, Mel purchased the business.

Four new lanes were added in 1963. In 1968, four more lanes and automatic pinsetters were installed - the day of the 'pin boy' was over! Brian Madaski, who today manages the centre started as a pin boy.

Bowling is an important community sport here, in fact, four Port Coquitlam bowlers have been named "British Columbia Master Bowler of the Year" and have been inducted into the British Columbia Bowling Hall of Fame; in 1972, Joe Schuler, in 1975, Bob Grant, in 1977, Mary Bakewell and in 1978, Ted Mackie. Often associated with the nostalgia of the 1950's and 1960's, bowling is fondly remembered by past participants, but today's leagues enjoy strong support.¹⁰

In 1951, the Port Coquitlam Variety Club was organized and sponsored many entertaining presentations at Viscount Alexander School, the Port Theatre and the United Church. The shows featured musical

dissertations, singing, vaudeville shows and skits.¹¹ The Port Coquitlam Variety Players went on to perform at the Haney Correctional Institute, various old age pensioners' homes and at Essondale Hospital.

A quartet was formed as well with members Beth Cressey, Myrtle Guthrie, Gwen Wakling and Irene Harding, who performed at various locations throughout the Maple Ridge, Coquitlam and Port Coquitlam area for about 18 months. Recently, the group has been revived under the direction of Beth Cressey.¹²

Mr. and Mrs. Pregler, the owners of the Port Theatre on Shaughnessy Street and Cam Bastedo, the manager, also provided live entertainment throughout the fifties, but with the new popularity of television as home entertainment, the popularity of stage performances waned and the theatre was forced to close in 1957.

New residential development also meant new schools were needed as families were drawn to Port Coquitlam from Vancouver. In 1951, a new elementary school was built at the corner of Flint and Prairie. Many in the city favoured the name Irvine School to honour Robert Dunstan Irvine, who was the principal of the first school in the city in the 1890's and his daughter, Ada, who taught for many years at Central School. Others, however, felt it would be more suitable to honour the Queen's representative, Viscount Alexander, the Governor-General of Canada. This name was favoured.¹³

In March of 1957, a \$2,500,000 school construction programme was proposed by the District #43 School Board, Trustee Fred Edmonds, Chairman of the School Planning Committee. Cedar Drive Elementary School and later Mary Hill Elementary School, were built in Port Coquitlam under this programme.¹⁴

British Columbia's Centennial - 1958

In 1958, the Centennial Year that marked the 100th year since Vancouver Island joined the Mainland to form British Columbia, many celebrations took place. The Port Coquitlam Horticultural Society hosted a 61 item prize for its annual flower show. Entrants competed in the various divisions: fruits, vegetables, gladioli, dahlias and potted plants as well as a special category for children under 12, "The Best Bouquet of Wild Flowers." A grand display it was, one of the most impressive the society had ever organized!¹⁵

Port Coquitlam was the first community in British Columbia to complete its 1958 Centennial Project, the construction of the \$35,000 pool on the Agricultural Hall Fairgrounds. A local citizens' committee raised \$7,000 of the monies required for the facility. Although not officially opened until January 3, 1958, the pool construction was completed by June 15, 1957.¹⁶

On July 7, the Centennial Parade hosted by the City of Port Coquitlam was one of the longest and most impressive ever sponsored! Not only did it wind through the main streets of the city, but a section of it went up through the Essondale Hospital grounds and back through Colony Farm to the centre of town. The local firemen used Karl Jacobs' Model T. All in all, the event is remembered as "one hell of a parade."¹⁷ The city also hosted a Pioneers' Banquet, whose honoured guests

included prominent business people and members of the local government as well as many long term residents of the City of Port Coquitlam.¹⁸

The annual Labour Day Carnival at the Agricultural Hall Fairgrounds was sponsored by the Board of Trade and the Farmers' Institute.¹⁹ This country fall fair fea-

tured fresh vegetable and fruit displays as well as a variety of festivities such as the 'Touring Donkey Ball Team,' during which local baseball teams would try their luck at mule-riding; apparently this was a difficult task for even the most robust of men!²⁰

The Centennial Poetry Contest, sponsored by Viscount Alexander School, selected two winning poems from those submitted by the students. Nadia Paulisczuk won second prize for her poem entitled, "The Centennial Poem" but the first prize winner was Donna McLaren for her "The Birthday of B.C." which concluded:

So give a cheer for our good land,
Boost it and you'll see,
It's the place most likely to succeed
On the birthday of B.C.



Mr. and Mrs. Loftus Scott, 1958, on their 50th wedding anniversary. Courtesy Bruce Scott.



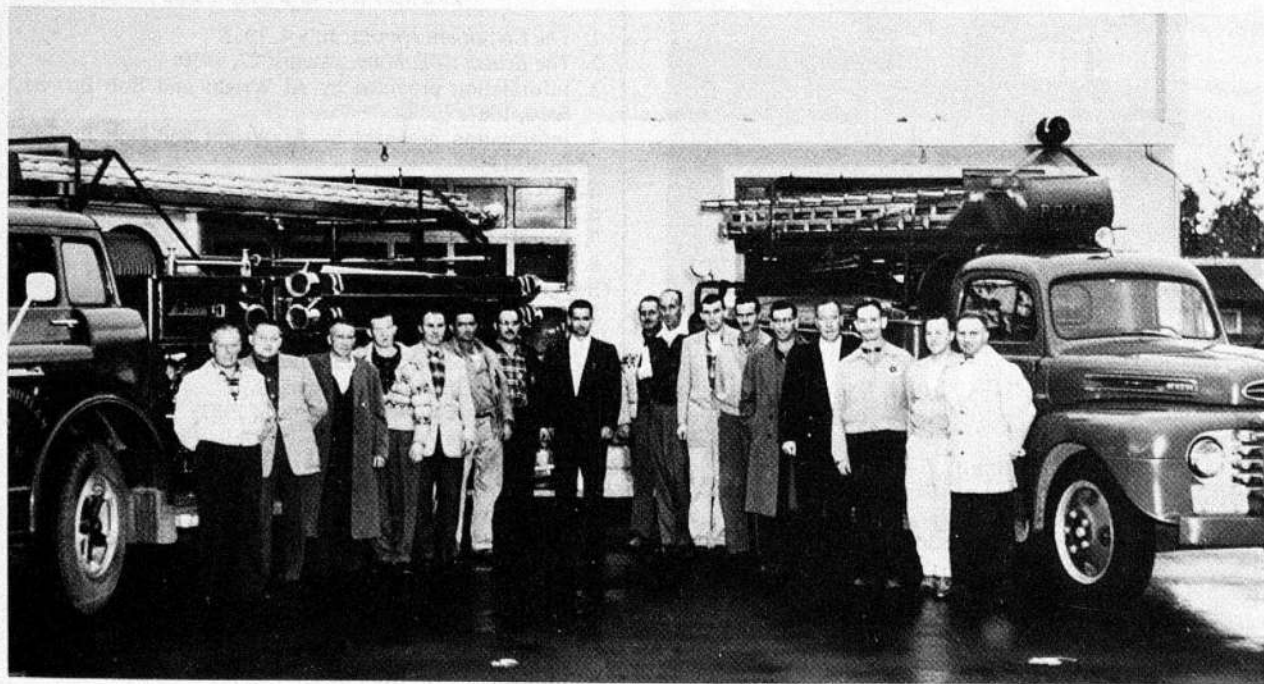
The original James Park School, built in 1913. Courtesy Ron Crawford, former Principal.



Centennial pool opening, 1958, Aggie Park. Courtesy George Laking.



Launching of the Centennial Pool Project, 1958. Courtesy City of Port Coquitlam.



Port Coquitlam's Volunteer Firefighters, 1958. It was not until May of 1964 that the city was to hire Bill Wingrove as the first paid Fire Chief. Courtesy City of Port Coquitlam.



Miss Kay Bielby and class, 1958. Miss Bielby taught at James Park Elementary School for many years. Courtesy Ron Crawford.



Driver, Lloyd Ricalton, with Scott Bros. gravel truck, 1950's. Courtesy Lloyd and Audrey Ricalton.



Construction of new Elks Hall, Leigh Square, 1987.

1950'S FOOTNOTES

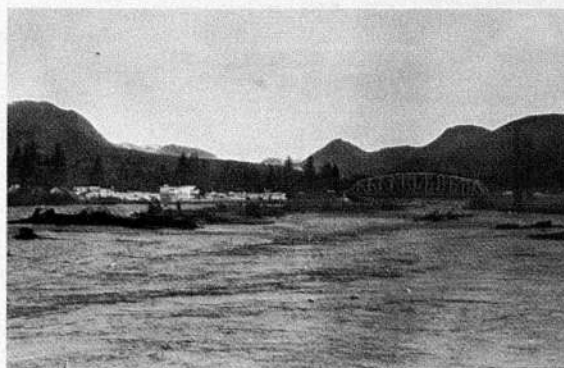
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2. *The British Columbian*, August 22, 1950.
3. Information provided by Al Wright and Bob Bowyer, Esco, 1987.
4. Information provided by Al Wright and Bob Bowyer, Esco, 1987.
5. *The Vancouver Sun*, May 18, 1957.
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7. *The Coquitlam Herald*, February 20, 1968.
8. City Directories, 1956, 1957 and 1958.
9. Oral Interview, Jo Making, 1987.
10. City Directory, 1958.
11. Information provided by Paul George of the Port Coquitlam Bowladrome, 1987.
12. Oral Interview, Brian Madaski, 1987.
13. Oral Interview, Doris Stevenson, 1987.
14. Oral Interview, Beth Cressy, 1987.
15. *The Coquitlam Herald*, February 20, 1968.
16. *The British Columbian*, March 29, 1957.
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Blockage at Red Bridge, January 15, 1961. This photo helps visualize the severity of the flooding of the Coquitlam River. Courtesy City of Port Coquitlam.



Pitt River Road area, just west of Shaughnessy Street, January 14, 1961! Courtesy City of Port Coquitlam.



January 17, 1961 — Swollen Coquitlam River, looking northwest to Lougheed Highway Bridge and Lazy River Motel and Trailer Park, which suffered severe damage. Courtesy City of Port Coquitlam.

RESIDENTIAL GROWTH

THE 1960'S

By the end of the 1960's, Port Coquitlam had established itself as a new residential community in the Lower Mainland. New transportation links and high real estate prices in Vancouver brought families from the city to Port Coquitlam. The need to develop the city's industrial base and expand civic facilities, while meeting the needs of long time residents, brought new challenges to city government.

The 1960's started, as did the 1920's, with a major flood. Unseasonably warm temperatures of up to 54 degrees F. and nearly ten inches of rainfall overnight caused the Coquitlam River to overflow its banks on January 15, 1961. The raging torrent carved a new channel route and cut off Steelhead Ranch on Chester Street, (formerly known as the Coquitlam Trail Road) washing out a section of road near Scott's Gravel Pit. The company had been working near the Coquitlam Bridge and left a drag-line on the river bank overnight. The flood waters rose so rapidly that by morning, the bank had been washed away and the dredging equipment, weighing in the neighbourhood of 20 tons, was washed down to the Red Bridge! At high tide, the water level was two feet higher than anticipated, covering the section of Lougheed Highway in front of Essondale with *three feet of water*, forcing many families in Port Coquitlam's southwest section to vacate their homes.

After the flood, Mayor Robert Hope wanted a long range prevention plan to avoid a repeat disaster. He immediately approached the B.C. Electric Company about lowering the level of Coquitlam Lake, and asked the provincial government for an enquiry. Residents petitioned the Honourable Ray Williston, Minister of Lands and Forests, requesting an inquiry into B.C. Electric Company policy regarding the releasing of water from Coquitlam Lake into the Coquitlam River.²

The provincial government sent in highways crews to remove a log jam that had built up in the Red Bridge area during the high waters of the flood. Highways Minister P.A. Gagliardi was approached for funding to repair the damage to the Red Bridge, itself technically located on a provincial secondary highway. Responsibility for the removal of the silt that had accumulated in the riverbed was assumed by both the District of Coquitlam and the City of Port Coquitlam. Mayor Hope and Coquitlam District Reeve James Christmas requested assistance from the provincial government to cover the expense. The federal government was also approached to dredge the Coquitlam River south of the Red Bridge, for that section of the river fell under its jurisdiction.

The aftermath of the flood illustrates the complexity of jurisdictions surrounding the Coquitlam River! The city did recover quickly, however, and by the end of the

1960's, new flood control measures were in effect. For example, the Red Bridge dyke was built in May of 1967. Other federal and provincial funding was granted for "one of the most ambitious dyking and drainage control programmes in B.C. history."³

The 1961 flood was followed in October of 1962 by the Pacific Typhoon Freda. Winds of up to 80 m.p.h. uprooted trees and power poles.⁴ Port Coquitlam went without power for several days. Many used camp stoves or barbecues to prepare meals and shops and schools were closed.

In Port Coquitlam, volunteer firefighters monitored the situation from the local firehall. Most calls reported slight damage, although one resident on Whyte Avenue reported his electrical supply box had blown off the wall and firefighters soon responded. Because of the length of time people were left without power, the firefighters brought many home deep freezes to the station and plugged them into the firehall's auxiliary power system.⁵

By 1962, the potential of the Port Coquitlam area as a major industrial site was becoming evident. The Board of Trade formed a Canal Committee whose objective was to oversee the construction of a canal, 200' wide and 35' deep, linking the Pitt River to the head of Burrard Inlet at Port Moody. This had been originally proposed as a flood control measure by the New Westminster Harbour Commission in the wake of the 1948 Fraser River flood and had been a topic of discussion since the Fraser River disaster of 1894! Alderman Maurice Dorfman, President of the Board and Alderman Jane Kilmer, Stan Raymond, Martin Jacobson and Jack Rutledge met with External Affairs Minister, Howard Green, who was "very receptive to the plan."⁶

Imperial, Shell and British American Oil were interested; the canal would facilitate the shipping of bunker fuel from Burrard Inlet to New Westminster, but a detailed study revealed that a canal was simply not cost effective and the proposal not be pursued.

Increasing prices in Vancouver attracted industry, business and new residents. Many were attracted to the more reasonably priced land in Port Coquitlam which offered a rural flavour ideal for raising children, as well as employment opportunities and easy access to downtown Vancouver, should people wish to commute.

A variety of business people saw great potential in the Port Coquitlam area. One example is Metro Motors, then "B.C.'s fastest growing Ford Mercury dealership," established in April of 1965 on Lougheed Highway at Hastings Street by Glenn McKone. By April, 1966, the company opened a body shop. In September, 1967, their new showroom was opened and by July of 1968, dollar sales showed a 292.9% increase within one year and by September, their staff had doubled from the original

22.⁷ The company concentrated on truck and large car sales, but realized that the small car would play a large part in the Port Coquitlam market-place and carried the compact Cortina. The city was growing, people were commuting to work outside the city boundaries and the age of the two car family was beginning in Port Coquitlam as mothers entered or reentered the work force.

Because of rapid population growth, adequate educational facilities were sorely needed,⁸ but a provincial government freeze on school construction in 1968 meant overcrowding of schools and shifts for 3,400 students in School District #43.

In September 1968, 1,400 students from Centennial Senior Secondary sent letters to Premier W.A.C. Bennett in an attempt to persuade him to reassess the situation.⁹ P.T.A. representatives protested in Victoria.

Union tradesman offered their support by marching with placards in front of the Parliament Buildings. Coquitlam M.L.A., Dave Barrett, met with the protestors in order to negotiate some type of compromise between the groups.¹⁰

Some concessions were made and the School District was able to build several schools adjacent to recently subdivided areas.

In 1968, the first annual 'Youth in Action Day' was organized at Port Coquitlam Secondary School.¹¹ Businesses and services in the community that sponsored the programme included dentists' offices, the Post Office and a variety of retail merchants. A mock city council was elected by the students, headed by 'Mayor,' Kathy Whiting, proposed that a street in the Cedar Drive area be named in honour of their student counsellor, Al Wright. This proposal was approved by then Mayor Jack Campbell and the City Council of Port Coquitlam.

Canada's Centennial, 1967

The Pelletier baby was the first born in Port Coquitlam in Canada's Centennial Year of 1967. The family was presented with a Canada Savings Bond. Port Coquitlam's Al Leggatt and his Pony Express, left City Hall in Port Coquitlam in March, bound for the grand opening of the fair in Montreal on April 28, 1967.¹²

Doug Bennie, associated with Port Coquitlam's Boy Scouts, was presented with a Good Citizens' Medallion by Port Coquitlam's Board of Trade in March of the Centennial year in honour of his community service activity.¹³

Port Coquitlam's Golden Ears Hotel hosted the Centennial Banquet in March that was attended by 50 local pioneers. Another Centennial event, hosted by the city, was a visit by the 'Confederation Caravan' at the annual May Day celebrations. The 1967 May Queen was Linda Ramsay.

In Yorkshire Park in Mary Hill, the Robert Hope Centennial Pool opened at the close of the last day of the school year, June 29, 1967.¹⁴

The first July 1 celebration in Port Coquitlam was hosted by the Port Coquitlam Kinsmen in 1967. The club's Sports Carnival marked the Centennial Dominion Day and their beef barbecue was such a success that it is

still a highlight for many. The Kinsmen's Mothers' March in the Centennial Year had raised 25% more funds than they had in the previous year. The original local membership in 1965 was 15, however, this has grown to as high as 60 members over the years. In Port Coquitlam, the club shared in the sponsorship of the construction of the Senior Citizens' Recreation Hall at Dogwood Manor in the 1960's.¹⁵

Mayor J.M. Campbell also proposed in the Centennial year that a golf course be built on the Coquitlam Indian Reserve #2. He received the cooperation of the Department of Indian Affairs but the final decision rested with the local Indian Band.¹⁶

For various reasons, the proposal did not gain approval and as a consequence, was not pursued. (It was not until 1974 that the Poco Valley Golf and Country Club was established.)¹⁷

In 1969, the Parks and Recreational Commission recommended the building of a complete Recreational Complex in the City of Port Coquitlam. The project was limited to the construction of an ice arena, with concessions, change rooms and a seating capacity of between 750 and 1,000, although plans for expansion were included.

A public vote approved the building of the \$325,000 centre on Wilson to host activities such as hockey, figure-skating, lacrosse, roller-skating, basketball and ballroom dancing. An activity room for the Senior Citizens and Teen Programmes including ping-pong, billiards and shuffleboard were included in the plans.²⁷

On December 8, 1962, the Shaughnessy Street underpass was opened. A banner heralding "The City Underpass Week" was draped across the structure and the audience was seated in the centre of the street! The \$450,000 project took three months to complete.²⁸

By 1969, the downtown Shaughnessy, Flint Avenue and Coast Meridian neighbourhoods were all slated for development. Minor areas also considered were the Eastgate, Mary Hill and Victoria Drive sections.

As the population on Port Coquitlam's Northside began to grow, so did its commercial area. In January of 1967 the Toronto Dominion Bank was opened on Prairie Avenue at Coast Meridian Road. In August of 1969, the Coquitlam Bakery, operated by B. Ortliev, relocated on the northside. Next door to the bakery, the Northside Shoe Store was opened by Mr. and Mrs. Hugo Schultz and their daughters, Elizabeth and Ursula.

Lougheed Mall, on the Burnaby-Coquitlam border opened on September 25, 1969, offering "70 ultra-modern shops and services," three cinemas, and major department stores and food chains.²⁹ This competition forced the city and civic business to consider an urban renewal programme for Port Coquitlam. In the Kingsway area, the city purchased the former Coquitlam Bakery which had been condemned for health reasons and began negotiations for other properties along the strip including the Post Office block which had been vacant since 1960 and had suffered fire damage. Port Coquitlam's Shaughnessy Street sub-centre was to be developed to provide shops and services for a future population of 40 to 50 thousand persons and neighbourhood commercial centres, each designed to

accommodate between 5 and 10 thousand persons, were planned.

In 1968, the Golden Ears Hotel expanded to include six rooms with baths and to offer the people of Port Coquitlam the "first Dining Lounge in the City." The hotel had hosted many Board of Trade functions over the years.³⁰

Early in September in 1969, the Port Coquitlam branch of the Bank of Nova Scotia on Shaughnessy was officially opened in ceremony with the current Mayor, Jack Campbell cutting the ribbon.

Indalex Limited, an aluminum extrusion plant, was constructed in 1968 at 1930 Kingsway by Steelbilt Industries Limited at a cost of \$300,000. The plant had a capacity of 120,000 pound per week and employed five people.³¹ This plant is still in operation today.

Service Clubs

Port Coquitlam Lions Club

The Port Coquitlam Lions Club was formed in November of 1949 and in March of 1950, became a chartered member of The International Association of Lions Clubs.¹⁸ Some of the projects sponsored by the Lions are the provision of the recreation park and playground, Lions Park, in 1951, and the establishment of Port Coquitlam Blood Donor Clinics in 1952, which had grown to provide a total of over 30,000 pints in the 1986 campaign.

Fund-raising events, such as the Easter Seal campaign and Timmy's Annual December Telethon, have been sponsored by the Lions and the proceeds donated to charities including the Crippled Children's Aid and the Second Step Society. Christmas hampers and equipment such as wheelchairs, are provided by the Lions. The group has taken an active interest in civic affairs, for example, the 1963 Sewer Bylaw was 'spearheaded' by them, as was the 1963 library construction.

Local fund-raising events have included the annual Father's Day Pancake Breakfasts and May Day Rummage Sales which are coordinated by the membership of 27. Still active are original charter members, R. Heffelfinger and R. Nacht.¹⁹

Port Coquitlam Boy Scouts

The history of Boy Scouting and Cub activities in Port Coquitlam can be traced back to 1937 when Messrs. Stewart and H. Vanderveen organized youth activities. Sadly, Vanderveen, lost his life during the Second World War.²⁰ The youth programme that he had helped initiate, lived on. In 1960, a local troop, independent of the District of Coquitlam, was formally established²¹ and in 1968, the Port Coquitlam Boy Scouts initiated new programmes, focusing on health and fitness and community responsibility, including outdoor training and wilderness survival. Other activities over the years included bottle and paper recycling, challenge camps, the annual Torchlight Parade, May Day events, the Poco Trek walk and the Trees for Canada programme which resulted in the city. Sponsorship of the Boy Scouts has been obtained from numerous service clubs, local church organizations and retailers. By 1987, the club's five divi-



Port Coquitlam Boy Scouts' annual "Poco Trek" awards, May 20, 1971. Photograph B. J. Van Eldik.

sions, the Beavers, the Wolf Cubs, the Scouts, the Venturers and the Rovers, have grown to include 500 members.²²



Port Coquitlam's Cedar Drive Brownies and Girl Guide packs caroling at Hawthorne Lodge, December 16, 1974. Photograph B. J. Van Eldik.



Port Coquitlam Elks Hall, Branch #49, completely renovated, October 13, 1970. Photograph B. J. Van Eldik.

The Coquitlam District Music Festival

In the early 1950's, Mary Routley and Beryl McLeod of McLeod's Music Store on Shaughnessy, organized a local children's music festival group. Mary Routley became the first secretary of the organization and performed in that capacity for 25 years. Initially the performers were Port Coquitlam residents and meetings were sponsored in local homes, but as the Festival grew, it included all the schools within the boundaries of School District #43, and it became known as the Coquitlam District Music Festival in 1953. In 1953, 128 entries from Vancouver, New Westminster, the Fraser Valley, Port Coquitlam and Port Moody participated. By 1961, there were 500 entries featuring vocal, instrumental, dancing, band, orchestral and elocution selections.

The Silver Chords Choir

Late in the 1960's, Laurel Johnson and Mary Routley, members of the Old Age Pensioners' Organization formed choir. Songs were included at Monthly meetings and various functions held at the Elks Hall, Dogwood Manor or the Mabbett Room of the Port Coquitlam Recreation Centre. The "singing seniors" were directed by Beth Cressey and piano accompaniment was usually provided by Doris Stevenson, however

Lilian Gervais and Mrs. Skelton made themselves available on occasions.²³

The "Silver Chords Choir" was formally established in October of 1970. The original members were Betty Ball, Dick Ball, Sara Riffal, Mary Routley, Audrey Smalley, Florence Sinclair, Lila Bedard, Marian Hattin, Edna Beal, Laurel Johnson, Marg King, Walter Lee, Percy Musson and Susie Pratt.²⁴

The group performed at 22 social functions throughout the Lower Mainland between October of 1970 and June of 1971. They won two awards, 1st in the Senior Choir Competition and 3rd in the Choral Competition of the Coquitlam District Music Festival in the Centennial Year of 1971. They went on to win 1st prize in the Music Festival's B.C. Band and Choir Championships in 1972, 1973 and 1974. One of the members, Richard Ball, who celebrated his 98th birthday on September 14, 1987, was a tenor in both the Edmonton Civic Opera and the Edmonton Welsh Male Choral Society in his early years.²⁵ He and his wife, Betty did retire from the choir in 1985, but they still reside in Port Coquitlam.

In 1984, Sandy Siemens was appointed Choir Leader. Membership of the Silver Chords Choir has grown to 37, including original members, Chairman, Mary Routley, Marg King, Beth Cressey, Doris Stevenson and Sara Riffal.²⁶



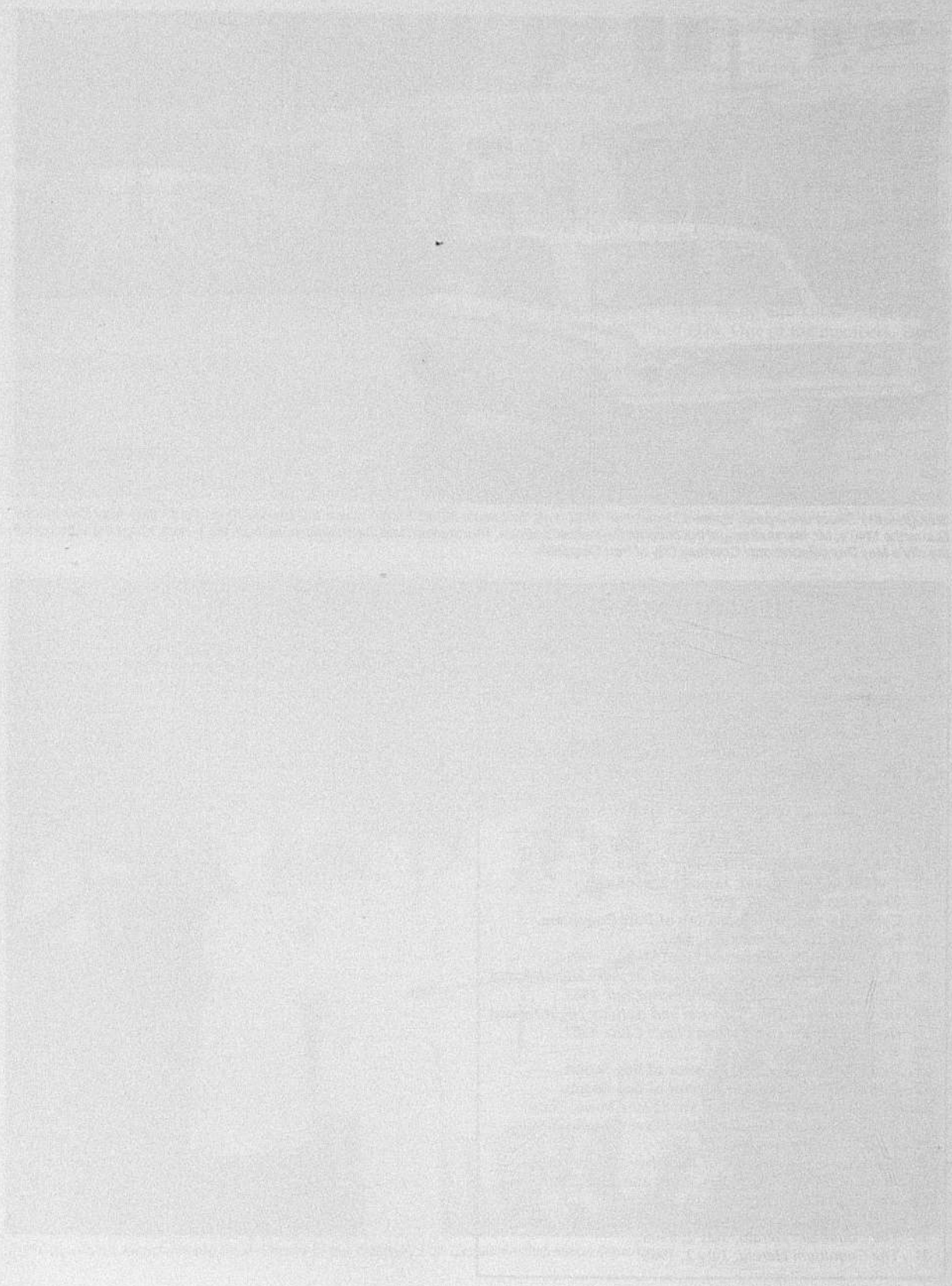
Port Coquitlam's award winning Silver Chords Choir. Courtesy Port Coquitlam Recreation Department.



Shaughnessy Street underpass, opened December, 1962. Left, McLeod's Music Studio where the Melody Kings "cut" their May Day record. During the 1940's, Mr. Marshall taught the children the Lancer's dance. This tradition and the original music from the Melody Kings are still a part of the city's May Day celebrations! Courtesy City of Port Coquitlam.

SIXTIES FOOTNOTES

1. Oral Interview, Lloyd and Audrey Ricalton, 1987.
2. *The British Columbian*, January 23, 1961.
3. *The British Columbian*, October 30, 1962.
4. *The British Columbian*, October 13, 1962.
5. Oral Interview, Bill Wingrove, 1987.
6. *The British Columbian*, January 10, 1962.
7. *The Columbian's Progressive Edition*, September 8, 1968.
8. *The Columbian*, November 24, 1967.
9. *The Columbian*, September 24, 1968.
10. *The Coquitlam Herald*, February 20, 1968.
11. *The Coquitlam Herald*, February 6, 1968.
12. *The Coquitlam Herald*, January 2, 1968.
13. *The Coquitlam Herald*, January 2, 1968.
14. *The Columbian*, June, 1967.
15. Cyrille Barnabe, Kinsmen Club of Port Coquitlam.
16. Port Coquitlam Newsletters, 1967.
17. Port Coquitlam Newsletters, 1967.
18. Dr. R. Heffelfinger. *Historical and Activity Highlites and Goals of the Port Coquitlam Lion's Club*. 1987.
19. Dr. R. Heffelfinger. *Historical and Activity Highlites and Goals of the Port Coquitlam Lion's Club*. 1987.
20. *Women's Institute Papers*.
21. Doug Falkins, Regional Director of Boy Scouts.
22. Doug Falkins, Regional Director of Boy Scouts.
23. Doris Stevenson. *History of the Silver Chords Choir*.
24. Doris Stevenson. *History of the Silver Chords Choir*.
25. *The Columbian*, October 28, 1971.
26. Doris Stevenson. *History of the Silver Chords Choir*.
27. Port Coquitlam Newsletters, April and June, 1969.
28. *The Columbian*, December 10, 1962.
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31. *The Coquitlam Herald*, July 2, 1968.



CONCERN FOR THE NATURAL ENVIRONMENT

THE 1970'S

In the late 1960's, the City of Port Coquitlam's residential development expanded significantly. From 1966 to 1971, for example, Port Coquitlam had the second highest rate of residential growth on the Lower Mainland. This change led naturally, in the 1970's, to concern with the city's character and its natural environment. City Council wanted "to make Port Coquitlam the most desirable municipality in which to reside in the Lower Mainland; by protecting the natural features of our community against the influence of urbanization."¹

A major issue was the condition of the Coquitlam River. Residents were concerned that the river and its banks, once used for sports fishing and other recreation, were now useless. Some of the creeks feeding into the Coquitlam, for instance, ran through commercial gravel pits, dumping silt into the river. An Environmental Protection Committee, sponsored by both the City of Port Coquitlam and the District of Coquitlam, headed by City Alderman Phil Meyer, investigated. Recommendations from the committee formed the basis for upgrading of the river.

Other studies like "Living With the Land" in 1971, focused on the city's wildlife, especially on the bird populations. New residential and industrial development encroached on areas known to be nesting and feeding havens for the Blue Heron. In response, city residents agreed to designate 180 acres along Hyde Creek as the Blue Heron Nature Reserve and steps were taken to clean up the creek. This area, now surrounded by housing is bounded by Coast Meridian Road, Victoria Drive, Cedar Drive and Prairie Avenue.



Scott Poultry plant, built in 1972 at the city's new industrial park along Kingsway Avenue. Photograph B. J. Van Eldik.

The \$16,000,000, five mile, four lane Mary Hill Bypass project was originally proposed in 1975 by Premier Dave Barrett. At first it was opposed by the B.C. Wildlife Federation, President, Bill Otway because of the "viable marshes" near the site. Alderman Phil Ranger supported this project provided there was a detailed environmental study. The construction of this bypass sparked archeological investigations into Port Coquitlam's past as this area was the site of a 4,000 year old salmon processing centre.

By the city's 60th anniversary, March 7, 1973, environmental improvements were well underway.

Industrial development in the 1970's included the construction of the Alberta Co-op's poultry processing plant in 1970. This was the start of the Kingsway Avenue industrial park development. The operation was then capable of processing 25,000 chickens in an eight hour day.²

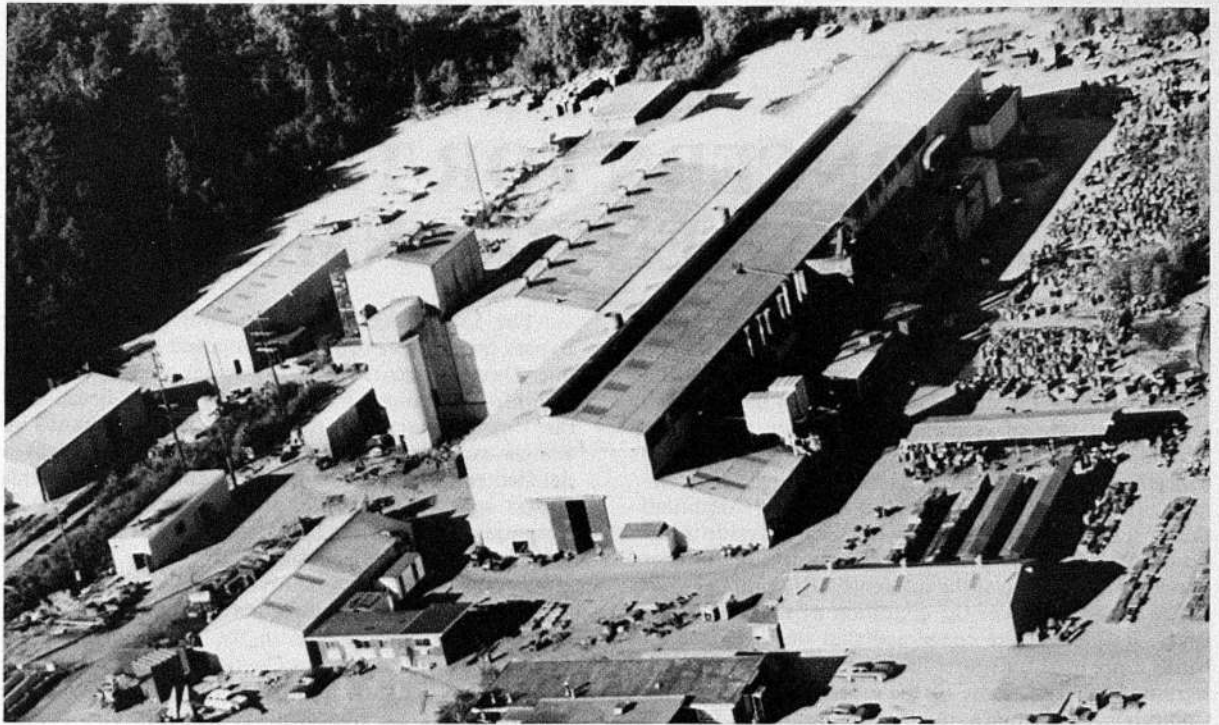
Commercially, Shaughnessy Street became the focus of attention. Plans for a Shaughnessy Town Centre originally included a 57 acre pedestrian oriented development. Although this was never fully developed, a new apartment complex, commercial outlets, the Meridian Savings Credit Union office building and a new liquor store were all constructed in 1972, and older businesses like The Golden Ears Hotel on Shaughnessy, were remodelled.³

During the 1970's, Port Coquitlam also finally became linked up with the Greater Vancouver Transit System as 'fast buses' to downtown Vancouver were introduced. Even in 1969, Port Coquitlam was still served only by Pacific Stage Lines with a bus depot at Shaughnessy and McAllister. The frequent and fast bus service to Vancouver meant convenient, easy access to the city, even for commuters. In 1978, the Port Coquitlam Transit Centre, just outside of the city centre, opened a new, up to date garage and shop facility for the fast bus service.⁴

Rapid residential, industrial and commercial development led to consideration of more recreation and education services as well.

New schools, like Birchland Elementary which opened in 1973, were adjacent to new subdivisions, in this case Birchland Manor. Other schools built in the 1970's included George Pearkes Junior Secondary on the northside in 1970, Westwood Elementary in 1972 and Hazel Trembath Elementary in 1973. This last school was named after Hazel Trembath who taught in Port Coquitlam for over 40 years.

One of the most interesting projects of the 1970's was



Aerial view of Esco Co. Ltd., a steel foundry established on Kingsway Avenue in January, 1958. Courtesy Esco Co. Ltd.



Poco Air Cadets often participate in community projects, like paper recycling and clean-up activities, shown above. Courtesy Port Coquitlam Recreation Department.



Lions' annual Easter Seal Campaign. Local members left to right: F. McCallum, J. Galer, N. Dietrich. Courtesy Dr. R. Heffelfinger, Port Coquitlam Lions' Club.



Product of the city's 'Environmental Control Programme,' 1970's, along Cedar Drive near Hyde Creek. Courtesy City of Port Coquitlam, Photograph Elaine Cramer.



Archie Johnson, a familiar face in Port Coquitlam, shown with his favourite hobby, bee-keeping. Courtesy Archie Johnson.

the building of the Poco Trail, a recreational route around the city.

On March 23, 1970, the "Poco Trail Blazers" presented plans for a 22 mile nature trail that would completely surround the city. Harold Routley, formerly an alderman and a city resident since 1906, originally developed the idea which was supported by the local Board of Trade.

"Starting at the Red Bridge (Pitt River Road) the proposed trail would run south on the dyke along the Coquitlam River to Colony Farm, east along Colony

Farm, cut across Mary Hill along the Hydro easement, and follow a natural trail to Pitt River. From there it would run north on the dyke along the river to Twin Bridges, west along the Hyde Creek diversion to the Coquitlam River and south on the dyke along the river to the Red Bridge."⁵ The Poco Trail Blazers hoped the trail would be used as a path by hikers, walkers, cyclists and horseback riders and saw areas along the trail which could be developed with playgrounds, boat launches, etc. For example, the trail would give access to the 18 - 20 acre Marshall Island - a spot well suited for picnics and day camps.

Among those involved in the proposal were Helen Busch and Elaine Eisel, Clyde Griffith of the City Parks and Recreation Department, Hans Kappel, Barbara Murphy and George Shaw of the Board of Trade, George Lank of the Burke Mountain Trail Riders, Glen MacDonald of the Legion, Hanne Mortil, Phil Ranger and Charles Saunders, Mary Hill's Community & Ratepayers' Association and, of course, Harold Routley.

A "Trailblazers Committee," volunteers, prepared the rail system with cooperation from the city and the B.C. Dyking Commission. This scenic nature walk, now maintained by the city has truly provided a pleasure.



Miss Hazel Trembath, centre, and original staff members of the school named in honour of her many years of teaching in the city. Courtesy Hazel Trembath Elementary School.

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2. Port Coquitlam Newsletter.
3. *The Columbian*, October 31, 1975.
4. Don McFarlane, Metro Transit, October 30, 1987.
5. Trail Blazers Committee. *Parks and Trails Report*. April 10, 1970. City of Port Coquitlam Recreation Department.

SPORTS IN PORT COQUITLAM, 1960'S - 1970'S

During the 1960's, Port Coquitlam's amateur sports groups for both children and adults grew, as new families moved into the area.

New funding introduced new sports: diving, swimming, rowing, ringette, hockey and racquet sports. There were more teams, divisions and tournaments within the individual sports and more exchange programmes were initiated.

In June of 1965, families could swim in one of the two city owned swimming pools - Port Coquitlam's Centennial and Robert Hope Memorial. "Boys and girls, men and women engage in baseball and softball on the city parks. Parents watch with pride as their young sons play lacrosse at the Rowland Lacrosse Box. Adults and teens alike enjoy a game of tennis on the Wilson Street Courts. Hundreds of young children and teenagers participate in the supervised summer playground programme. Picnic grounds resound with the gay laughter of children's voices as mom and dad do the outdoor cooking."

But, as the newsletter said, when the "leaves begin to fall, school resumes, and so does the rain which sometimes turns to snow. The days are short and young and old alike raise the usual question: What can we do? Where can we go?"

Accordingly, the City proposed a Port Recreation Centre with ice rink, lounge, games and meeting rooms. On August 21, 1967, the sod was officially turned by Mayor Jack Campbell.

Port Coquitlam's Recreation Commission, formed in 1968, included many who had worked with the former Juvenile Athletic Association on a volunteer basis. Members were Chairman, Hans Schintz, Mrs. D.L. March, Alderman Kay Whiting, M. Dorfman, B. Smith, E. Thurun, D. Bitcon, Mrs. D. Bodnarchuk and J. Gowans. (Before 1968, Port Coquitlam had cooperated with the District of Coquitlam in various recreation programmes. The Triple A Recreation Council was formed in 1970 with members: President, Dr. R. Heffelfinger, Vice-President, Aubrey Davies, Treasurer, John Watkins, Secretary, Karen Reid and individual sports coordinators, including Don Bitcon and Bill Stewart. The council was responsible for assuring equal allotment of funds to each sport and eventually Port Coquitlam minor league teams were formed that were separate from Coquitlam.

Junior Soccer

One of Port Coquitlam's soccer players, John Watkins, referred to Mr. and Mrs. Don Bitcon as "Mr.

and Mrs. Soccer, for they almost single-handedly formed children's soccer in Port Coquitlam" during the 1960's.²

Minor soccer became so popular that several teams were formed. Intra-school games in the 'House League' were organized as were the Poco 'B' team which played in the Coquitlam and District League, the Poco Lions which played in the 4th division and a local team which played in the 3rd division of the New Westminster District League. This team included Don Cuttrel, Stan Herndier, Rick Bossley, Steven Wingrove, Lee Swope, Mark Baird and Colin Bassinet.

Port Coquitlam has produced some excellent soccer players over the years, "just to name a few - Scotty Coutts, Bill Wingrove, Tom David, Alec Sales, George McMyn, Todd Sloan and Harold Routley."³ In 1987, Don Bitcon and John Watkins organized a special soccer reunion in order to reacquaint former players with their teammates. Many responded to the invitation and the *fast foot moves of the past* were recounted during an evening thoroughly enjoyed by all.⁴

The Women's Auxiliary of the Soccer Association was established in 1968. President, Mrs. Jim David, Secretary, Mrs. Wally Wingrove, Treasurer, Mrs. Don Bitcon and Social Events Coordinator, Mrs. Pete Proctor raised the money needed to fund new teams, \$1,100 in 1968.

Track and Field

Track meets were organized between the junior and senior high schools of District #43. In the Centennial year of 1967, the Port Coquitlam High School won the Coquitlam Track and Field Championships.⁵

Early in 1970, with the encouragement of Mayor Jack Campbell and the city's Recreation Department, a Port Coquitlam track and field club developed. Through the efforts of Ron and Dorothy Davis, Elaine Cramer, Bob and Lois Holm, Mike Forrest, Kay Whiting, Ted and Norma Barrett, Judy Watkins and Art Castle, the Poco Pacers Track and Field Club was founded. By October of 1971, more than 70 individuals and 14 businesses and organizations worked to promote the club's activities.⁶

Coaches received their training from the B.C. Track and Field Association clinics and famous track and field stars like Debbie Brill. Elaine Cramer explained the purpose of the club was to "encourage children to enjoy the sport of running and Olympic-style track and field." Approximately sixty athletes were involved between the ages of six and twenty, including both Doug Alward and

Terry Fox, who displayed exceptional skill in track and field events even at the ages of 11 and 12. Doug Alward was to become Terry Fox's driver during his national campaign and the background and training provided by the club no doubt was a factor that contributed to the eventual success of the Marathon of Hope.⁷

Old Timers' Hockey

In 1967, the Port Coquitlam Old Timers' Hockey League was established – the first organization of its kind in western Canada.⁸

Teams have been sponsored by local businesses, including Palm Dairies, Wright's Manufacturing, Starr Furniture, Hy-Grade Heating, and Esco.

Wright's Manufacturing team won the first three annual championships but by 1972, the All Star Team had been formed which proceeded to capture the title. In 1987, the Port Coquitlam Old Timers' teams includes the original Coquitlam Ambassadors, Poco Chuggers, Golphis Cougars, Bronco Sales, Eaton and Starr and The Meridian Arms.⁹

Interest and support in Old Timers' sports grew so rapidly that by January of 1968, The B.C. Mainland Old Timers' Soccer League was organized and six teams were formed. Although players range in age from 20 to 50, most are over 30.

For the past eight years, the Port Coquitlam League has hosted an annual tournament which grew over the years to include 30 to 40 teams. In celebration of the 20th anniversary of the Port Coquitlam Old Timers' Hockey League in 1987, the Tournament Committee: Doug Madden, Gordon Stidolph and Gary Elgear, organized a special Thanksgiving Old Timers' Tournament.¹⁰

Box Lacrosse

In September of 1931, the Canadian Amateur Lacrosse Association established Box Lacrosse as their

official game, and in the following year Reginald "Pop" Phillips brought the sport to B.C.

William Routley, owner of the Wild Duck Inn, sponsored lacrosse teams in Port Coquitlam during the 1930's until his retirement in 1943. As the competitions for the Teachers' Distillery Soccer Trophy were suspended, this cup became Port Coquitlam's 'Gillespie Cup' for children's lacrosse during the 1950's.¹¹

In 1958, Port Coquitlam had three lacrosse teams in the New Westminster league; the levels were The Juvenile A's, the Bantams and The Midgets.¹² The association was sponsored by a great many of the city's merchants and retailers as well as the Lion's Club.

Port Coquitlam's Athletic Association sponsored a Port Coquitlam Pee wee Lacrosse team in the early 1960's. The 1964 Westminster Championship was captured by this team managed by Dr. J. Baird and coached by Don Reid. The team's aggressive forward line, strong defence and excellent goal-keeping were displayed as they "defeated Sapperton in two straight games" to win the title. The team line-up included D. Baloc, B. Piccini, K. Topalian, M. Baird, R. Bossley, M. Gillespie, D. Birnie, B. Griffin, D. Dryborough, B. Ingimundson, S. Wingrove, D. Hrysio, A. D'Andrea, M. Osberg, L. MacPherson, R. Osborne and B. MacMillan.¹³

Doug Rowland had been involved in lacrosse either as a player or manager since 1909 and was fondly referred to as "The Father of Lacrosse in Port Coquitlam" by the local population. Bill Wingrove remembers first playing lacrosse on Mr. Rowland's land when he was about 12 or 13 years old; "Sure, that was where we first played, all of us kids, down on Rowland's field."

During the thirties, the clearing of the local Junction School yard had been organized by Doug Rowland. Bill Wingrove remembers well the hard work he and other local children did to prepare the site for the construction of Port Coquitlam's first lacrosse box: "The school grounds had to be cleared and levelled. Everybody helped!"¹⁴



Glen Rowland, centre, playing lacrosse at Victoria tournament, 1940's. Courtesy Glen Rowland.

His cousin, Jim Wingrove, who also helped in the project recalls: "They had to level all the ground and we did it, with shovels!"¹⁵ Many of the materials for the construction of the lacrosse box were donated by local merchants. Mr. Reid, who owned the local department store donated nails.¹⁶ Swanson's Mink Farm in Maple Ridge donated the wire that Jim Wingrove claimed saved the telephone office across the street from getting its windows broken!

The lacrosse box was upgraded by the city in 1956 and named in honour of Doug Rowland, who had played an outstanding role in the evolution of lacrosse in Port Coquitlam. In recognition, he was inducted into the Canadian Lacrosse Hall of Fame in 1976.¹⁷ Port Coquitlam still houses the lacrosse box that hosts regular matches of the game he loved so dearly.

Some junior lacrosse players moved up to the senior team, the New Westminster O'Keefes: Mike Gates, Charlie Saunders and Gordon Stidolph. This 1962

O'Keefe line-up was "considered to be one of the greatest clubs in the history of the sport."¹⁸ They won the Mann Cup in just four games on the road and are the only club ever to do so!

In 1965, the New Westminster O'Keefes lost Mike Gates, Charlie Saunders, and Gordon Stidolph to the newly formed Coquitlam Adanacs, Senior 'A' Division. Mike Gates began his senior level career in lacrosse, capturing the Ed Bailey Trophy in 1961 for Outstanding Rookie. He was recognized as First All-Star a total of six times and he achieved the scoring title three times. During his eleven year career, he scored a total of 113 points in 427 games. He was elected into the Canadian Lacrosse Hall of Fame in 1977 as a box player.¹⁹



Canadian Lacrosse Hall of Famer, Doug Rowland, 2nd from right. Courtesy Glen Rowland.



Prize Winning Photograph, 1981 B.C. Yukon Community Newspaper Association, Craig Hodge, photographer, Tri-City News.



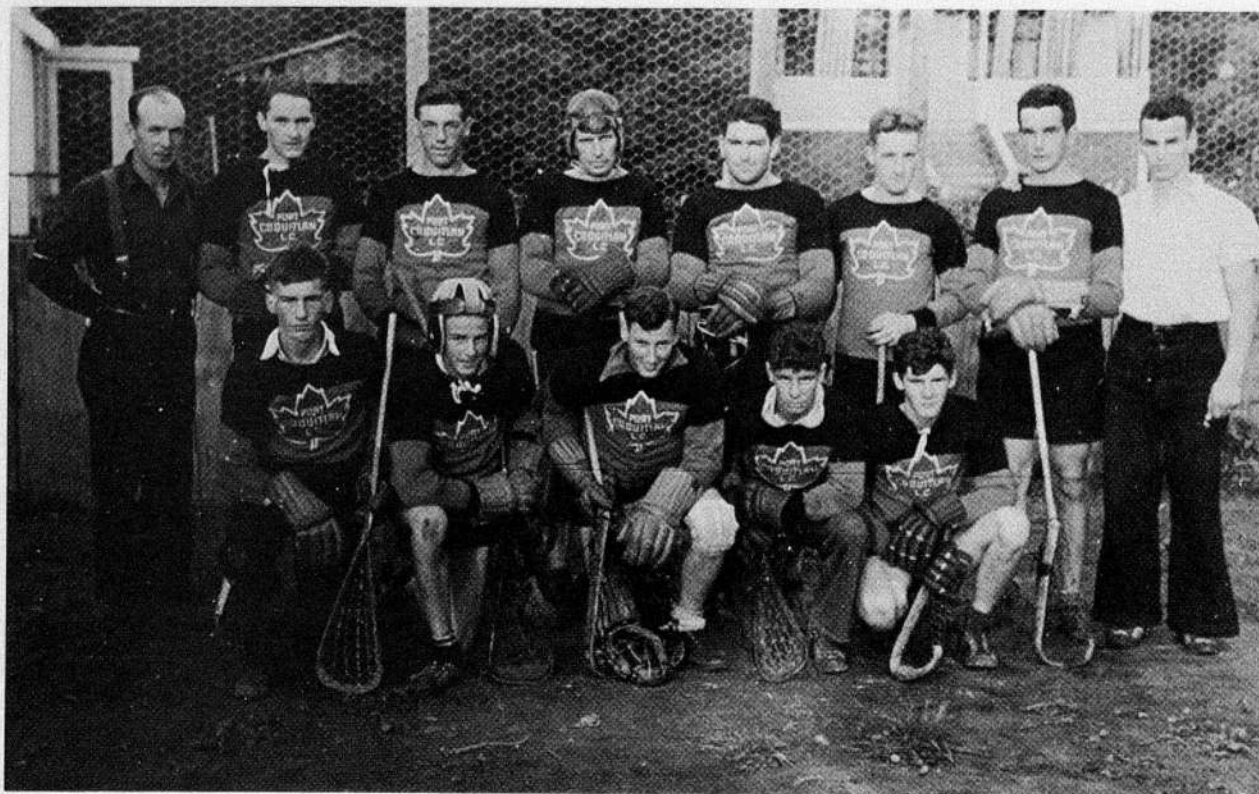
Juvenile Athletic Association Lacrosse Team, 1950's. Courtesy Glen Rowland.



Poco Pacers, 1970's. Photograph Elaine Cramer.



Coach Fred McCallum, centre, with Juvenile Baseball Team, shown above, c. 1950. Membership included S. Clarke, J. Jeeves, D. Deans, E. Newson, V. Ulmer, D. Mungham, D. Madden, E. Irvin, J. Wilson, R. Rooney, C. Weisaupt, G. Turcotte, F. Sabatine, B. Treichel, C. Walker, N. Fletcher. Courtesy Albert and Maida Smyth.



Coach, Doug Rowland, left, and Juvenile Lacrosse Team, in the original Lacrosse Box on Wilson, 1940's. Courtesy Jim Wingrove.



Ron Crawford with James Park School Volleyball Team. Courtesy Ron Crawford.

60 SPORTS FOOTNOTES

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3. "Port Coquitlam Always Widely Known for Soccer." *The Coquitlam Herald*, from Wally Wingrove's Scrapbook, no date.
4. *The Coquitlam Herald*, January 30, 1968.
5. *The Columbian*, May 26, 1967.
6. *Poco Pacers Track and Field Club* papers, October 16, 1971.
7. Oral Interview, Elaine Cramer, 1987.
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9. Gordon Stidolph. *The History of the Port Coquitlam Oldtimers' Hockey League*.
10. Oral Interview, Doug Madden, 1987.
11. Oral Interview, Bill Wingrove, 1987.
12. *The Coquitlam Herald*, July 3, 1958.
13. *The Coquitlam Herald*, August 5, 1964.
14. Oral Interview, Bill Wingrove, 1987.
15. Oral Interview, Jim Wingrove, 1987.
16. Oral Interview, Bill Wingrove, 1987.
17. Album, Canadian Lacrosse Hall of Fame, New Westminster, B.C., now at the B.C. Sports Hall of Fame, Vancouver, B.C.
18. David S. Savelieff, Jr. *A History of the Sport of Lacrosse in British Columbia, Canada's National Game*. I.A. Sav Hotsol.
19. Album, Canadian Lacrosse Hall of Fame, New Westminster, B.C., now at the B.C. Sports Hall of Fame, Vancouver, B.C.



Cedar Drive Volleyball Team, February 11, 1974. Port Coquitlam schools sponsor a wide variety of sports activities. Photograph B. J. Van Eldik.

THE FUTURE

The future is a concept that has fascinated humanity for centuries. It is a time when the unknown meets the known, where dreams and aspirations take shape. The future is not just a distant point in time; it is a state of mind, a way of seeing the world. It is the potential for growth, change, and progress. The future is what we create through our actions and decisions today. It is the promise of a better world, a world where our challenges are overcome and our hopes are realized. The future is a canvas upon which we paint our vision of what is to come. It is a journey of discovery and exploration, a path that leads us from the present to the possibilities of tomorrow. The future is not a fixed destination; it is a continuous process of becoming. It is the light at the end of the tunnel, the horizon that beckons us forward. The future is the ultimate goal, the dream that drives us to strive and to achieve. It is the future that we must build, the future that we must create. The future is the future.

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TERRY FOX

In 1968, the Fox family moved to Port Coquitlam from Winnipeg. Throughout his school years, Terry displayed keen athletic agility and participated in many sports. Both he and his good friend, Doug Alward, were members of the Poco Pacers Track and Field Club.

In 1977, Terry was forced to have his right leg amputated because of cancer. He was then fitted with an artificial limb.

In spite of his handicap, on April 20, 1980, Terry Fox

began his "Marathon of Hope." Before a fatal recurrence of cancer, he was able to complete 3,329 miles of his intended coast to coast run and to raise over \$23 million for cancer research.

Since his death on June 23, 1981, the commemorative nationwide Terry Fox Run has been held annually in September as a tribute to Terry and the courage of his conviction.

PRESERVING PORT COQUITLAM'S HERITAGE

In the 1980's, residents and city officials have worked to preserve Port Coquitlam's physical heritage. The city has already sponsored several projects, through the Planning Department, to research the history and architecture of the city's buildings, including the City Hall itself. These projects, including an inventory of the city's heritage structures, have encouraged owners to refurbish and renovate historic houses and buildings in the downtown core.

The most visible of these is the Port Coquitlam City Hall, now set in the midst of the Shaughnessy Street commercial area. Its history begins in 1914, when, on Tuesday, October 27, at 3:30 in the afternoon, Mayor Mars officially opened Port Coquitlam's new City Hall on McAllister Avenue. The public was invited; the Coquitlam Women's Institute provided refreshments.¹ Although finished, the hall was only partly furnished. As Mayor Mars reported, building costs had amounted to only \$19,180, leaving \$800 still in the budget for extras.²

City Council began plans for the new hall just after incorporation. 'Kelly's Hall' on Kingsway, the Coquitlam District Hall, became the first City Hall in 1913, but this building was thought to be too small for the future needs of the city. In April of 1913, some council members visited other Lower Mainland halls, including North Vancouver's and Point Grey's. At the Council's April 3rd meeting, drawings from the architects' firm G.P. Bowie and C.H. Flow were submitted, but Council was not able to go ahead with any plans until 1914.

The Council did approve a civic Coat of Arms, however, in May of 1913. This was designed by Port Coquitlam's Hynes Cement Company³ and was later cast in cement and mounted at the hall's entrance.

The City Hall plebiscite provided funds to build the hall, but, due to an error in the wording, did not provide funds for a site. Accordingly, Council waited until March 20 of 1914 to select the building site on McAllister Avenue at Shaughnessy. These two lots, \$2,000 each, were purchased from general revenue. McKenzie and Day, a Vancouver firm, was asked to prepare plans which were shown in the May 16 issue of the *Coquitlam Star* when contract details were announced.⁴

Originally, the City Hall site was to be the centre of Port Coquitlam's new business district on Shaughnessy Street. In October of 1913, city residents voted 178 to 70 for the removal of the C.P.R. station to the north end of Schoolhouse Road (now Mary Hill Road).⁵ Despite numerous special meetings with the C.P.R. superintendent, F. Peters and despite the support of the federal government's Railway Commission,⁶ the C.P.R. refused

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Coquitlam Star, September 8, 1911. McAllister Street, on which the Port Coquitlam City Hall stands, was named for this Vancouver speculator.

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"Coquitlam Star," September 8, 1911. Charles Davies' construction company built Port Coquitlam's City Hall.

to move or rebuild the station. Not until the 1950's, would Shaughnessy Street become 'Main Street.'

The Coquitlam Hardware Company supplied heating and plumbing for the new City Hall for \$1,987.50 and Charles Davies' company built the structure at a cost of \$13,365, excluding the artificial 'Veronastone' for the entrance which was obtained from the Hynes Cement Co. Architects' fees amounted to \$856, bringing the budgeted cost to \$16,208.50.⁷

By June 27, 1914, Davies' crew, headed by Matt King, had the walls partly up. The police quarters and jail were built into the basement and, as the *Star* reported, "Some lusty iron bars in one window recess indicate that any desperado who gets into the clutches of Chief Thomas can only leave by the orthodox method."⁸

Up until 1987, Port Coquitlam's City Hall looked very much as it did when first built, although during the second World War, the ironwork on the roof was removed so an air raid siren could be installed.

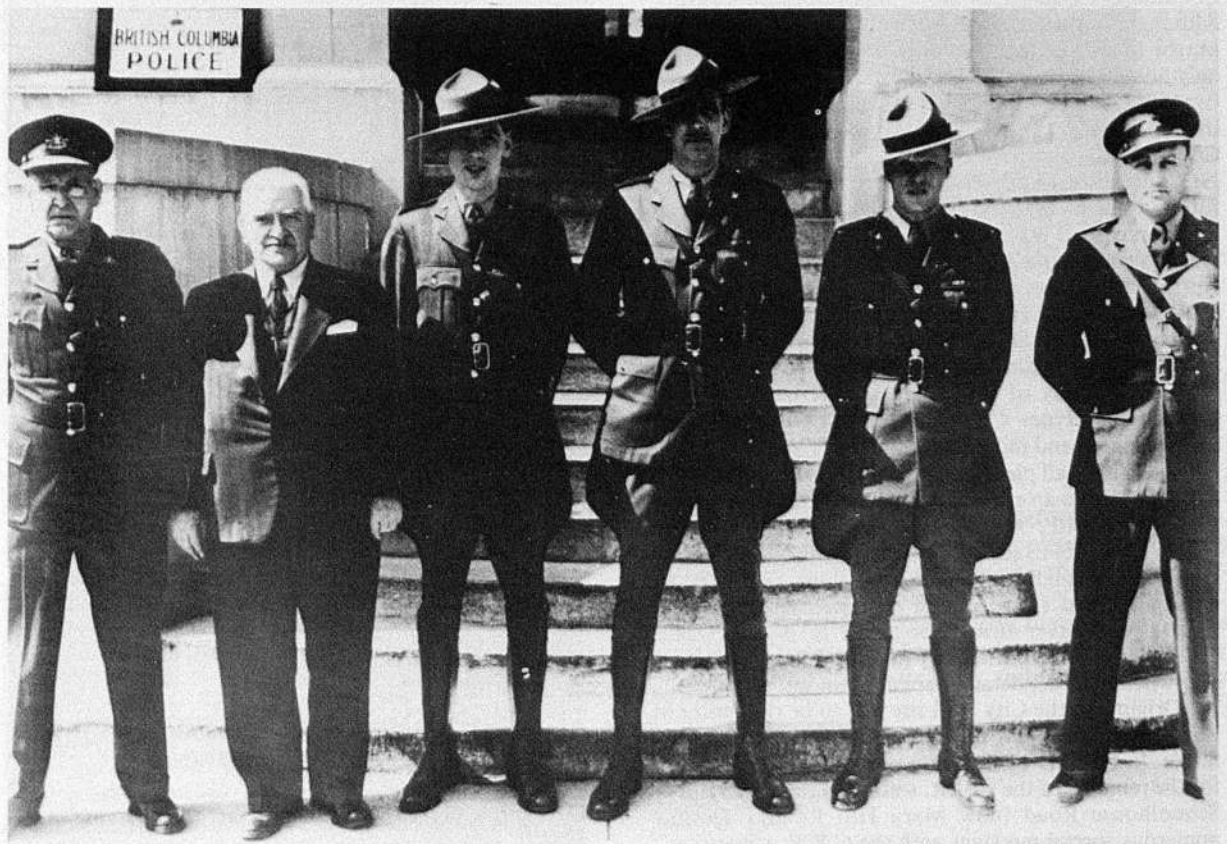
The building itself is of heavy timber with masonry exterior walls and red Nanaimo brick facings. An imposing front entrance on McAllister Avenue remains as do the original windows which, in style, size and proportion, typify the boom years of the 1910's.

Although the hall's upper floor remained a store-room until the 1960's, Port Coquitlam's City Hall has

been the scene of many community activities over the years. The first city police quarters and jail were built into the basement, but later, the local detachment of the B.C. Provincial Police was located there too. In World War I, the Ladies' Aid met regularly in the hall and, in the 30's, Council chambers were used as the library room and for meetings of the unemployed.

In the 1970's, growth in civic organization and business led to renovation of the hall. A larger staircase was added and interior changes made. Today, however, prompted by concerns about heritage preservation and public access, Port Coquitlam's City Council has planned an expansion of the City Hall in keeping with its unique history and character. The new design, by Toby, Russell, Buckwell and Partners creates a natural bridge between the 1914 structure and its 1988 partner. An atrium entrance will reorient the building to Shaughnessy, the city's main street. The plan provides better public access, including wheelchair access to all floors, and an information desk. Interior finishes will include heritage touches.

The change in orientation will also reemphasize the Shaughnessy Street park area. The city's cenotaph will remain and new landscaping, designed by Judith Reeve, will ensure that Port Coquitlam's City Hall remains a focal point for the downtown core.



B.C. Provincial Police at Port Coquitlam's City Hall. Shown Frank Urquhart, Game Warden, Roy Leigh, City Clerk and Magistrate, Jack Cave, J.P. Store, John Dowsett, Provincial Police and Ken Jensen, Highway Patrol. Courtesy City of Port Coquitlam.



James Mars, first Mayor.



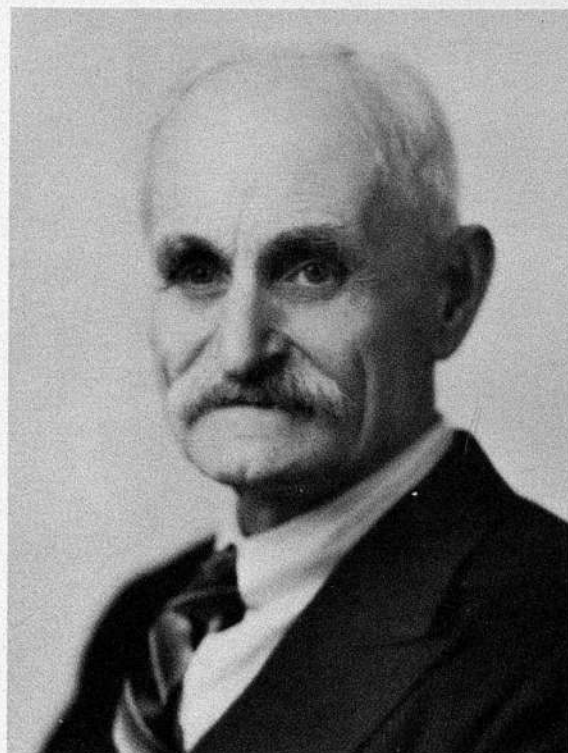
Mayor MacKenzie, City's 2nd Mayor.



Mayor Keith, City's 3rd Mayor.



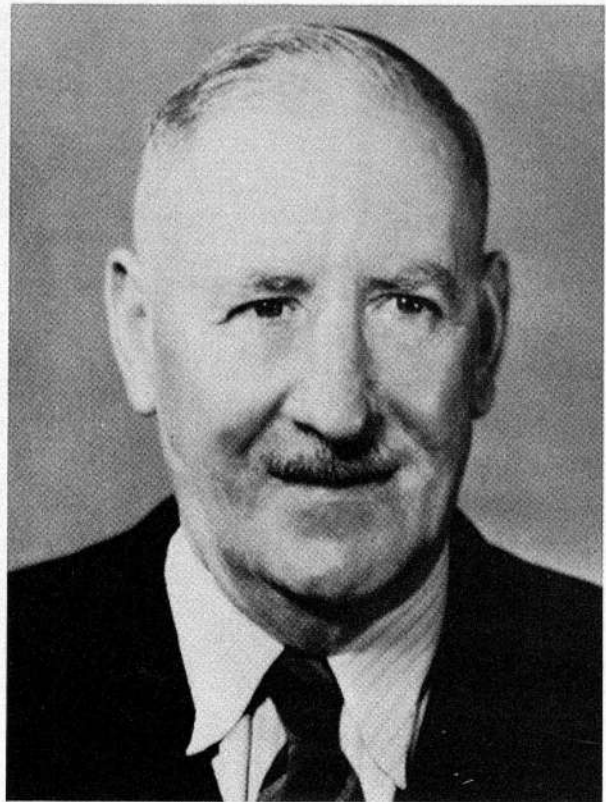
Mayor Mars, City's 4th Mayor.



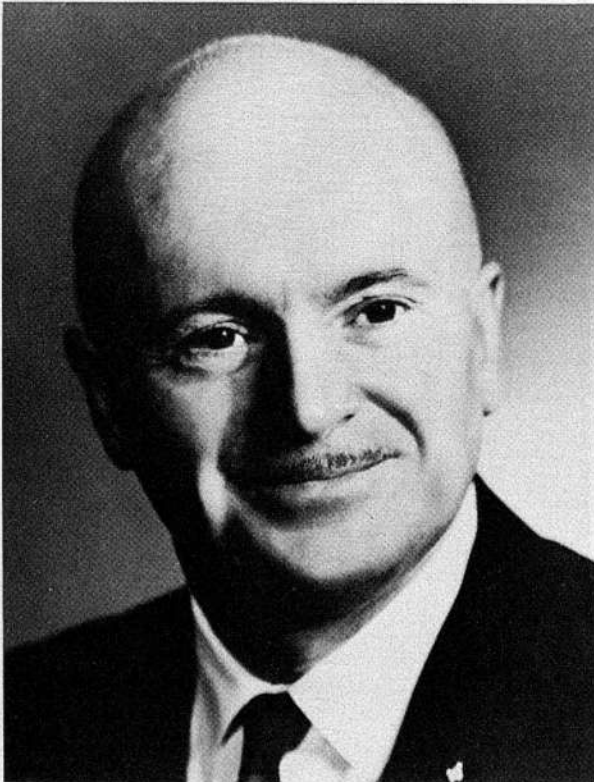
Mayor Galer, City's 5th Mayor.



Mayor McHugh, City's 6th Mayor.



Mayor Davies, City's 7th Mayor.



Mayor Oughton, City's 8th Mayor.



Mayor Hope, City's 9th Mayor.



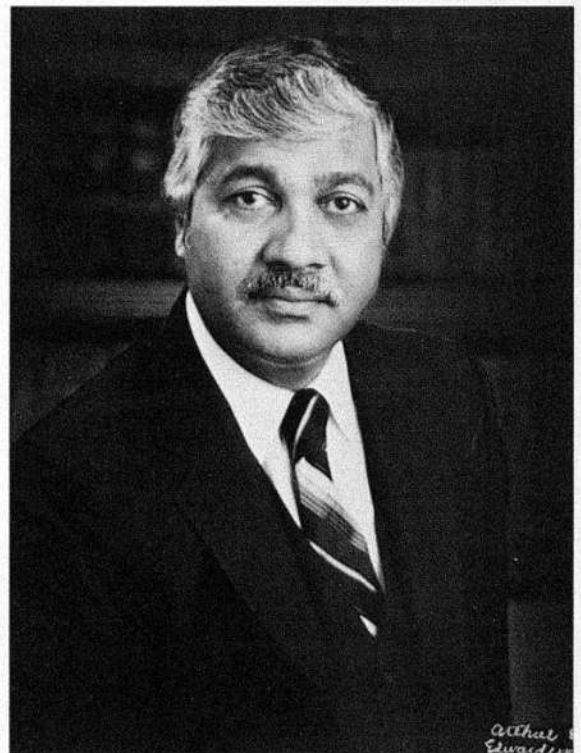
Mayor Campbell, City's 10th Mayor.



Mayor Scott, City's 11th Mayor.



Mayor Laking, City's 12th Mayor.



Mayor Traboulay, City's 13th and present Mayor.



Port Coquitlam Council, 1987. Back row, left to right: Aldermen J. J. Keryluk, G. R. Laking, M. C. Farnworth, M. D. Gates. Front row, left to right: Alderman W. W. Stewart, Mayor L. M. Traboulay, Alderman M. R. Wright.



Chief Tommy Williams of the Coquitlam Band, 1970's. Photograph B. J. Van Eldik.



Port Coquitlam's first paid Fire Chief, Bill Wingrove who served the city for many years. A truly civic-minded individual and a pleasure to have known. Courtesy Port Coquitlam Fire Department.

HERITAGE FOOTNOTES

1. City Minutes, October 20, 1914.
2. City Minutes, October 27, 1914.
3. City Minutes, May 13, 1914.
4. City Minutes, March 20, 1914.
5. City Minutes, October 1, 1913.
6. City Minutes, October 1 and 24, 1913 and June 9 and August 8, 1914.
7. City Minutes, December 5, February 5 and September 6, 1914.
8. *The Coquitlam Star*, June 27, 1914.
9. *The Columbian*, July 18, 1974.

FAMILY HISTORIES

The Boileau Family

In 1928, Gene Boileau opened a barbershop along Shaughnessy Street in Port Coquitlam. Soon, the "Vedder Fishing and Hunting Club," was born. Complete with card and billiards tables as well as a lunch counter, the club became a popular spot for the men in the city.

In 1951, the Golden Ears Hotel was built around the club. The barbershop was kept, as were the lunch counter and billiards tables. The opening ceremonies were a gala event, attended by many, including Lyle Wicks, a representative of the Social Credit administration.

In 1951, Jim began working in the barbershop with his father. He remembers well the changing trends of the 1960's. Prior to this decade, men visited the shop for a haircut on a regular basis. Then came the "Beatles" look. The under-21 crowd no longer wanted 'crew cuts' and 'Boogey' cuts, but favoured longer "styles." Jim had to take a course on razor cutting and tinting to accommodate the changing industry! The age of the 'barbershop' was ending. Salons were in vogue. Hair 'cutting' became hair 'styling'; the 'unisex' look was in — perms for men were here!

In 1969, Jim was hired by the city's Fire Department. He had been a volunteer firefighter for several years, but now he would be full-time.

Today, Jim Boileau is the city's Fire Chief, a position he has held since the retirement of Bill Wingrove.

The Boud Family

In 1909, the Boud family settled on Fraser Avenue near Aggie Park. Daughter, Adaline, born in 1915, attended James Park School for her elementary years, and then completed Grades 8 and 9 at Central School. Her senior years were completed at James Park School in the upper level.

Adaline remembers well shopping trips to the city of New Westminster. The route travelled ran along Pitt River Road and through the Essondale Hospital Grounds and along Brunette Avenue. Locally, Adaline favoured Grant's Store, once located near her home.

The Campbell Family

In the late 1950's, Jack and Norma Campbell moved from the Peace River District to Port Coquitlam. Jack went into the hotel business, owning and operating the Golden Ears Hotel. A popular spot in town, the hotel hosted many Board of Trade meetings and other special events over the years.

In 1968, Jack purchased the adjacent variety store from Mrs. Guest in order to expand the facilities. Guest's Variety Store relocated just south of McAllister, on Shaughnessy Street.

Sadly, in December of 1966, Mayor Robert Hope suffered a fatal heart attack. The city grieved its loss.

In February of 1967, a bi-election was held and Jack Campbell was elected as Mayor. His years in office were marked by a boom in sub-division development and surging population growth. The transition from a rural to suburban area required utility installations to meet with N.H.A. mortgage requirements and the building of

schools and services. These were busy times for City Hall!

Jack also worked as a newspaper columnist for the Coquitlam Herald. His quotes and quips always provided food for thought.

The Campbells have one daughter, Jackie, a qualified pharmacist who has recently undertaken to obtain a law degree at university. Jack and Norma are now retired and live in the city's Mary Hill area.

Beth Cressey

In 1951, Beth Cressey joined the Port Coquitlam Variety Club. The group put on shows at Viscount Alexander School, the Port Theatre and Trinity United Church. Performances included vaudeville acts, singing and recitals.

Mrs. Cressey and three club members formed a quartet which performed at various functions throughout the Lower Mainland.

Beth started a day care in her home and taught the children to perform. She organized concerts and the group grew to such a size that within a short time, the day care had to be moved to the United Church facilities.

In 1967 a formal programme was introduced. The group continued to grow. In 1969, the new Recreation Centre hosted the day care! Recently, the 'Kiddies' Korner Day Care' has returned to the Trinity United Church and is now operated on a cooperative basis.

The David Family

In 1896, Wilfred Dennis David, born in 1879, came to Port Coquitlam to reside with his sister, Mary, and her husband, Gus Millard.

Wilfred married Elizabeth Mars, whose father, Tom had brought his family to Port Coquitlam from Scotland in 1896 as well. Elizabeth's brothers were James, the city's first mayor, Arthur, the fourth mayor, Thomas, Peter and John.

Wilfred and Elizabeth settled in the Victoria Drive area and raised four children, Tom, Jim, Winnie and Elizabeth (Bessie). Daughter Bessie, although just three years of age, has some recollections of the city's Incorporation ceremonies and still has one of the City Medallions issued.

The children attended East Coquitlam School and grew to form the 'Melody Kings' in 1928. This popular band played at many social events including dances and weddings as well as May Days throughout the 1930's and 1940's.

The Duncan Family

In 1930, A. W. Duncan and family moved from Yarrow to Port Coquitlam. He stayed with his sister and her husband, John Starrock. Under Mayor R. C. Galer's council, Mr. Starrock was elected Alderman.

Mr. Duncan found work at the Gregory Tire and Rubber Company. When they were forced to close, he was able to find employment at the Pacific Shingle Mill. For a time, Mr. Duncan worked also at the Blakeburn Ranch which was located along Prairie Avenue on the city's northside.

The Forrest Family

In 1915, the Forrest family came to Port Coquitlam. Mr. Forrest operated a tug boat service on the Pitt and Fraser Rivers. At one point, the family owned three boats, the oldest of which was built by Mr. Forrest, and named "Harvie W", after his son.

In 1944, Harvie married and brought his bride, Nellie, to Port Coquitlam. Their first home was a houseboat which was moored near the mouth of the Pitt River.

During the flood of 1948, their floating home was washed up onto the land. A foundation was built under it and that's where it stayed!

In 1946, the family purchased the mill that was situated near their property. This was put into operation and continued until 1956. In 1952, Harvie used lumber from this mill to build the local roller rink which was named the "Port Palladium," a name selected by a community contest. Sadly, this structure was razed by fire, but it is remembered fondly by those who had an opportunity to have roller skated there.

The Grootendorst Family

Kathleen Grootendorst arrived in Port Coquitlam in 1928, at just one year of age! She attended Central School and remembers well projects the children were involved in that supported the war effort. Sewing and quilting played a large part in preparing packages to be sent to 'our boys' overseas! The children also saved metal toothpaste tubes for recycling.

Kathleen also remembers a tank convoy from Quebec passing through the city — it stopped near her family's home for a rest.

Mrs. Grootendorst is still a resident of Port Coquitlam today, living on Prairie Avenue.

John Henderson

In 1921, John Henderson, at 11 years of age, came with his family to the city of Port Coquitlam. Originally, they rented a home on Shaughnessy Street near Atkins Avenue, and later moved to 1877 Pitt River Road.

John worked on the dam at the Minnehada Ranch and for C.P. Rail, prior to the Depression. He later became an auto mechanic, serving his apprenticeship with Nixon's Garage on Kingsway Avenue.

The Jackson Family

Percy Jackson, his wife and two children, Margaret and Bob, came to Port Coquitlam in 1916, and settled near their uncle's dairy farm along Dominion Avenue. Their home was the first to be built north of the C.P.R. line.

At the time, there were several shingle mills and a dynamite (sabulite) factory in this area. Also, the Dewdney Trunk Road between Shaughnessy Street and Kingsway Avenue was paved.

Percy Jackson operated a milk delivery service and Bob remembers well accompanying his father on his route.

The 1921 flood did not affect the Dominion Avenue area too much, but both Bob and Margaret remember

the cable car which was erected to transport people across the Coquitlam River because of the bridges being washed out by the flooding river.

Margaret Jackson became the supervisor at the Wilson Street Telephone Office in 1947. When B.C. Tel automated its system in 1958, this office closed and Margaret transferred to the New Westminster office.

Today, Bob and Jean Jackson reside in Port Coquitlam and Margaret lives in South Burnaby.

The Jacobs Family

Clara Jacobs, originally from Pueblo, Mexico, was raised in California. Her brother was a movie director and at the age of 25, she married Karl Jacobs, a stuntman.

Karl and Clara came to Port Coquitlam in the 1930's and operated a resort that came to be known as Steelhead Ranch. Many tourists frequented the facilities. The cabins were situated amongst beautiful vine maple trees in a most picturesque setting.

Sadly, in 1961, when the Coquitlam River flooded, the vacation retreat was washed out as was most of the lower road.

Today, Clara (Babe) Jacobs still lives in the city, a resident of Hawthorne Lodge.

Archie Johnson

Archie Johnson has lived in Port Coquitlam since its incorporation in 1913. He is a wealth of information on the history of the city. His memories of early years include working as a delivery boy for J. B. Kennedy, publisher of the Coquitlam Star.

He also remembers life in the community during World War I. Social activities drew people together and the Aggie Hall was truly a community centre.

Archie and his mother lived on Kingsway Avenue near the city centre. He worked at Essondale Hospital for many years, until retirement. Since then, Archie has had time to work at his favourite hobby, beekeeping. He has spent much time tending his beehives, which have provided much enjoyment — not to mention honey!

In 1984, Archie worked on the Central School Reunion Committee which organized the invitations and programme for the school's 70th Anniversary celebrations.

Last year, the Wilson Centre, a recreational facility for seniors, was completed. The opening ceremonies were attended by many who would frequent the new centre, including Archie Johnson.

The Laking Family

In 1928, John Laking, his wife Ida, and their children, Phyllis, Vernon, Bill, Betty, Noreen and George came to Port Coquitlam. Originally they settled near the Westwood railway crossing, but were eventually to settle on Salisbury. Mr. Laking worked for the Pacific Shingle Mill. In 1928 he went to work as an attendant at Essondale Hospital. Mrs. Laking worked as a matron at the Boys' Industrial School, located where Valleyview Hospital is today.

In 1943, son George went to work at the Canadian Western Lumber Company in Coquitlam. When the Fraser River flooded in 1948, this mill was forced to close for 7 weeks!

Jocelyn Huth, a nurse-in-training at Essondale Hospital, became George's bride in 1949. They settled on Dorset Avenue. In 1951, the couple purchased a home on York Street in which to raise their daughters, Louise and Kathy.

From 1961 to 1963, George completed his education and took a course in office management as well as Industrial First Aid.

Jo remembers during her early years with Essondale, the necessity to catch a cab to work. Not until several years later was a bus service put into operation. Originally, the taxi was owned and operated by Don Cameron and his fare was 50 cents! Later, Charles Herbert purchased the business and added a second cab.

George has been involved in many community projects and functions over the years, including the Flood Relief Committee in 1961 and the 75th Anniversary Book.

He became an Alderman in 1967 and served as Mayor of Port Coquitlam from 1980 to 1981. During his time in office, the Poco Place Shopping Centre was opened on the city's western border. The scissors which cut the ribbon at the opening ceremonies, were later mounted and presented to Mayor Laking.

Today, George still serves the city as an Alderman. He is also an active member of the Port Coquitlam Elks lodge. He and Jo live near Victoria Drive on the city's northside. Their daughters, Louise and their grandchildren Leigh-ann and Dwayne reside in Port Coquitlam, as does daughter, Kathy and granddaughter, Ashley.

The Lee Family

In the late 1900's, the Lee family moved from Chantung, China, to Port Coquitlam. Mr. Lee obtained the contract for the building of the road into Colony Farm. He was the only local contractor to own a steam engine.

During the 1920's, the family came to own much retail property in the city. Businesses including a barbershop, pool hall, bus depot, doctor's office and restaurant rented space from Mr. Lee at the rate of \$10 per month.

Gordon Lee, born in 1917, inherited the family assets upon the death of his parents late in the 1920's. He spent some time in China, but returned to Port Coquitlam in 1931.

The Depression had come to Port Coquitlam and jobs were scarce. After some difficulty, Gordon Lee was able to secure employment at Hammond Mill.

The Lovell and Ricalton Families

In 1925, Charles and Martha Lovell moved from Agassiz to Port Coquitlam. Their home at 910 Pipeline Road still stands. Mr. Lovell worked for the C.P.R. and he and Martha raised five daughters. The girls, Daisy, Rose, Lily, Violet and Pansy, were named after the flowers their mother loved.

Daisy married and moved to Ashcroft to begin her

life as Mrs. Rhodes. Sadly, at 41 years of age, Mr. Rhodes fell victim to cancer and Daisy was widowed with a family of five, at 28. The depression had begun and times were difficult for the young mother. Happily, she remarried and raised her children together with Mr. Thompson.

Daisy's daughter, Audrey married Lloyd Ricalton. In 1960, the couple returned to Port Coquitlam in order to be closer to Lloyd's work. He was a driver for Scott Bros. Gravel Co.

He remembers well the flood of 1961, for the road to Scott Bros. was washed out by the raging waters of the Coquitlam River. Also, the company had been dredging the river, just south of the Coquitlam Bridge and had secured a dragline on the bank. In the night, the 20-25 ton piece of equipment was washed from the bank and carried down river almost to the Red Bridge!

Lloyd later worked for Rutledge Construction Contractors, where he remained until his retirement in 1984. He and Audrey still live in their Vincent Street home on the city's northside.

The McCallum Family

Fred McCallum and family came to Port Coquitlam from the prairies during the late 1940's. They settled on Wilson Avenue, just west of Shaughnessy Street.

Mr. McCallum purchased Morrison & Rodgers' Red & White Store on Schoolhouse Road (now Mary Hill Road), near Kingsway Avenue. The store was complete with food, clothing and sundries. Few people paid cash, most 'ran a tab.'

In 1952, Mr. McCallum built the Super-Valu on Shaughnessy Street which was to become Port Coquitlam's new retail centre. With the prosperity in the city came a new policy, 'Cash & Carry.'

Daughter, Maida worked at the Port Theatre on Shaughnessy Street, owned by Mrs. Miller, Joe Pregler and his son, Bernie. The theatre was managed by Mr. and Mrs. Lilly, who both had a background in Vaudeville!

Maida remembers the evening shows, to which she sold tickets, being sold out on a regular basis! This testified to the quality of the scheduled entertainment, which was altered three times each week.

Maida is now Mrs. Albert Smyth. The couple live in the city near the site of the McCallum family home.

The McLaren Family

Robert McLaren married Bessie David and purchased 11 acres of property from her father, Wilfred, shortly after World War II.

He had served during the war as a training officer in the R.C.A.F., under the Commonwealth Plan. This programme brought men from the United States and Australia to Canada, for training to prepare them for service in Europe.

Robert's brother, Stuart McLaren, headed the Farmers' Institute whose meeting hall was erected on Victoria Drive. This hall still stands, but is now called the 'Meridian Heights Farmers' Institute Hall.'

Third brother, Dennis McLaren, performed at

socials throughout the city during the 1950's. His popular solos were accompanied by pianist, Mrs. Pregler.

Robert and Bessie raised seven children who attended Victoria Drive School, which replaced East Coquitlam School. The youngest daughter attended Leigh School, which now stands on the site of the former schools.

The McMitchell Family

In 1939, Mickie and Minnie McMitchell moved their family to Port Coquitlam. As Mr. McMitchell worked for the C.P.R. as a policeman, the family lived on the railway property. They raised rabbits as a hobby and his wife, Minnie, was the caretaker of the wading pool, adjacent to the Agricultural Hall and Fairgrounds. Son, Barney married Jen Fisher and settled on the city's northside.

Jen remembers some very expensive cars travelling through town en route to Steelhead Ranch. Periodically, they would stop to purchase sundry items at the local shops.

The Morrill-MacLachlan Family

In 1931, Bill and Rosina Morrill settled in Port Coquitlam, on Hastings Street, north of the present Lougheed Highway. Mr. Morrill was a steam engineer.

During the Depression, he tried to get a steamshovel built to deepen the river, but work programme funds were limited, so wheelbarrows, shovels and manpower were used instead. One night, in the mid-thirties, the Coquitlam River flooded so suddenly, that the equipment was washed away!

Mrs. Morrill was an Alderman in the city from 1946 to 1954. When Rosina was widowed, she found it necessary to go to work to provide for her children, Marjorie, Dorothy, Walter and Leonard.

She entered the Nurses' Aide programme at Essondale, where she worked until her retirement in 1962. Mrs. Morrill-MacLachlan remembers well hitchhiking to work in the early years! Later, the hospital provided bus transportation for its staff.

Rosina was later married to Fraser MacLachlan, with whom she spent many happy moments.

Rosina has had an interesting and challenging life, full of many exciting experiences. After the flood of 1948, she and Mrs. Currie worked for the army, stationed in Maple Ridge to complete a dyking improvement project. During World War II, she attended a Civil Defense Training Programme under Lieutenant-Governor George Pearkes, which focussed on wilderness survival. In 1954, the city presented her with the bell from the dismantled S.S. Coquitlam, a Corvette which scanned coastal waters during the war.

Today Mrs. Morrill-MacLachlan lives in the city, near George Pearkes Junior High School on the northside.

The Mounce Family

In 1901, Richard Mounce and family settled along Victoria Drive near the Minnekhada Ranch. Mr. Mounce donated the acre of land on which East

Coquitlam School was built. Son, Harry, born in 1898, attended this school during his elementary years and completed one senior year at James Park School, before starting to work on the family farm.

After World War I, Harry's father sold the farm and Harry later found work with the Gregory Tire and Rubber Company until their foreclosure in 1928. This was but the beginning of the Depression that saw the existence of hobo jungles in Port Coquitlam and people begging for meals.

Harry was able to secure employment at Essondale Hospital, where he worked for 31 years. It was there that he met a nurse, who was to become his wife.

The Orr Family

Lona was born at Hammond and moved to Port Coquitlam in 1901 at age two.

She remembers downtown Port Coquitlam being located on Schoolhouse Road which is now Mary Hill Road. When C.P. Rail purchased the land, the downtown area was moved west to Shaughnessy. Lona attended Central and James Park schools. After completing school, she worked at Hammond Cedar Company with her father.

Early memories include her grandfather planting hay where Central School now stands. She remembers Dr. Sutherland and the hospital where her mother stayed for two years following the loss of a child. The hospital was used frequently due to many logging accidents. During the flood in 1921, she remembers wearing rubber boots and travelling to her aunt and uncle's flooded home on Wilson Avenue. Lona also remembers a number of houses which were moved from McLean Avenue by horse in anticipation of a boom. Lona was married in 1943. Her husband, Joe worked for C.P.R., as did her father.

The Osborne Family

In 1923, newlyweds, 'Lint' and Annie Osborne came to Port Coquitlam. Mr. Osborne found work as a millwright and Annie busied herself with the rearing of their three children, Albert, Marion and Eldon.

Annie remembers the Blue Funnel Jetty which, in early days, would carry a maximum of seven fares to New Westminster in about 35 minutes!

During World War II, Mrs. Osborne supported the Red Cross sewing activities and remembers well how those in the community bonded together in the face of adversity.

Annie became a Nurses' Aide at Essondale Hospital, after the programme was instituted in 1949.

Today, she is retired and lives in the family home on Whyte Avenue.

The Routley Family

In 1905, Thomas Routley moved his family from Vancouver to Port Coquitlam. They settled near the corner of Wilson Avenue and Shaughnessy Street. Their house was about where the Lighthouse Restaurant stands today, and a creek, which forked from the Coquitlam River near the Agricultural Fairgrounds, ran

just beside their home, down Wilson and back into the river!

Son, Harold, attended Junction School. When he first went to class, there were less than 8 students in all! During World War I, Harold served overseas in the Railway Division of the Princess Patricia Battalion.

In about 1919, he returned home and met the girl he would marry, Mary Salanger. Mary had moved here from the prairies after receiving rave reviews from her aunt who had moved here first. In 1921, Harold and Mary were wed.

Harold worked for the C.P.R. for a time, and the couple worked with Harold's Uncle William who owned the Wild Duck Inn. Prohibition was apparently a busy time for the local hotels for the U.S. border was not that far away by water!

Mary remembers too SLOT MACHINES on the sidewalks of Dewdney Trunk Road. During the depressed years, many a passerby was inclined to drop a coin and try their luck!

Harold and Mary were often involved in community activities. Children's sports, women's groups — all were a part of the Routley's lives. Mary was ever-interested in music and worked with Beryl MacLeod to create what would become the District Music Festival. She has also been an active member of the Silver Chords Choir since its formation in 1970.

Harold was the creator of the Poco Trail concept. Under his leadership, the 'Trail Blazers' Committee' was formed to oversee the development of the project. The fruits of their labour resulted in the scenic nature walk that almost encompasses the city of Port Coquitlam. The Poco Trail has been enjoyed by all who have had occasion to jog, walk or cycle along this unique recreational path.

In April of 1988, Harold and Mary celebrated their 67th wedding anniversary! They live in a heritage home on Fraser Avenue on the city's northside.

The Rowland Family

In 1894, Jacob Rowland came to Westminster Junction as C.P.R. Agent and Postmaster. He and his family lived at the C.P.R. station accommodations. His sister, Hanna, succeeded him as Postal Agent.

Mr. Rowland and Augustus Millard built the 'Cement Block' (retail space), on Dewdney Trunk Road just west of the Coquitlam River.

Jacob's son, Doug married Lillian Ballard. Both had attended Central School as children. Their son, Glen, was to attend Central as well and was taught by Miss Hazel Trembath, in his first year, 1926.

Doug and Lillian were lacrosse enthusiasts. Together, they enabled their son, Glen and many local children to have the opportunity to enjoy the sport. They organized the construction of the first lacrosse box and were involved in coaching for many years.

Glen Rowland worked for the C.P.R. as an engineer for 42 years. He has since retired and today lives in Port Coquitlam as does his mother Lillian. Glen is an active member of the Port Coquitlam Royal Canadian Legion Branch #133.

The Saunders Family

John Saunders and family left their Peace River homestead in 1934 to farm in the Lower Mainland. In 1941, they came to settle on Hastings Street and Kitchen Avenue in Port Coquitlam. Mr. Saunders operated a small farm and worked at McNair's mill in Ioco as well. Later, he worked at Flavelle Cedar in Port Moody, travelling daily by bicycle from his Hastings Street home.

John and Edith raised five children, Rita, Rose, Joan, Jessie and Charlie. Before the opening of the Lougheed Highway in 1951, the children walked along a trail which cut through the Huntington Rubber Mill property and through town, in order to attend school at Central.

The children remember well being the first family on the block to own a television. Excited neighbourhood children came to watch it, or as one, Gerald Turcotte remembered — "to watch the snow!" Reception must have been great!

The Saunders' three acres was eventually sold as lots, but the family home still stands at 3178 Hastings Street.

The Scott Family

Bruce Scott was born in Port Coquitlam in 1928. He attended Central School. After completing school he went to work at Fraser Mills and then enlisted in the army during World War II. Bruce's father Loftus Robert Scott was an Alderman during the early 1920's. Bruce Scott was Mayor of Port Coquitlam during 1972 and 1973. Prior to that he was an Alderman from 1967 through 1971. Bruce was the only Mayor to be married while serving his term in office.

The Sinclair Family

Florence Sinclair was born in 1890. In 1913, she arrived in Port Coquitlam, a young bride. The new couple opened the jewellery store along Dewdney Trunk Road.

Shortly after World War II, Mr. and Mrs. Sinclair sold the jewellery store to a soldier from Saskatchewan.

Soon afterwards, Florence opened a ladies' dress shop on Shaughnessy Street, destined to become the new retail area. The business grew steadily.

With the success of the dress shop, Mr. and Mrs. Sinclair decided to open a second business, a jewellery store on Shaughnessy as well. Their venture was a success.

Their son, Clifford, worked at the local branch of the Royal Bank. He was very competent and soon was promoted to other positions in various other branches.

Clifford has recently retired from the bank and his mother, Florence, at 98 years of age, lives in Surrey.

The Smyth Family

In 1934, the Smyth family came to Port Coquitlam and settled on farmland near the intersection of Coast Meridian Road and Lougheed Highway. Mr. and Mrs. Smyth raised four children, Ben, Aubrey, Albert and Gladys.

During World War II, Mr. Smyth was a guard on the Pitt River Bridge. The boys enlisted and served overseas, returning home after the war. Albert remembers such changes in the city upon his return. Before the war, most people were familiar, but afterwards, there were many new faces on the streets of Port Coquitlam.

Albert married Maida McCallum and Aubrey became a firefighter for the city. Gladys married William Noort. She worked as a nurse at Essondale for many years. Today, Gladys and William run a local shop, Coquitlam Florists. The family barn is still standing but today it is the home of David Hunter's Garden Shop.

The Stevenson Family

Nick and Doris Stevenson first considered purchasing property in Port Coquitlam after being approached by a real estate salesman while dining at 'Pop' Ticehurst's cafe. They were returning to Burnaby by train after a day at the Mission Fair and decided to disembark to have a bite to eat.

Soon afterwards, they selected property on Hastings Street just north of Kitchener which they purchased in 1944. For several years, they used their property as a vacation retreat and spent many memorable weekends refurbishing the cabin, clearing the land and enjoying the natural beauty and serenity. They used the fresh creek water for drinking as well as for refrigerating their food which they would store in a semi-submerged crock.

Salmon came annually to spawn and deer and black bears were common visitors! The soil was fertile and produced many fine harvests of fruits, berries and vegetables.

In 1949, Nick and Doris decided to take up permanent residence in Port Coquitlam.

Originally, Nick was from Hungary and his family enjoyed successful acting careers. They performed at many theatres throughout the country. When they immigrated to Canada, they started a homestead in Alberta.

Today, Nick and Doris still reside on Hastings Street. Nick is 95 years of age. Doris has been the pianist for Port Coquitlam's Silver Chords Choir since its inception in 1970.

The Stevensons have many fond memories of their years spent in Port Coquitlam and the happiness they have known here.

The Suyehiro Family

In 1906, Kantaro and Haruyo Suyehiro emigrated from Japan to Canada. Kantaro worked as a commercial fisherman and later purchased a candy store on East Hastings Street in Vancouver.

In 1929, the Suyehiros purchased 20 acres of property on "Back Ditch Road" (Cedar Drive), in Port Coquitlam. Here they raised five sons, Kanichi, Hisaji, Hiroo, Goro and Shiro and three daughters, Shizui, Sumako and Misaye.

The children attended both Central and James Park schools. In 1935, Shiro was chosen to lower the school flag to half-mast out of respect for the death of the King of England.

Shiro remembers fondly Miss Ada Irvine, one of his teachers while at Central. She was so impressed with one of his watercolours, an Indian motif, that she took it to the Vancouver Museum, to be displayed.

In 1941, when anti-Japanese sentiments began to permeate North America, Kantaro Suyehiro, although nationalized in 1912, feared for his family. Mayor R. C. Galer, a personal friend, offered his support but Mr. Suyehiro knew the civic authorities had little control over national policy. The family left the city quietly on April 5, 1942. They all slept in a boxcar overnight in Mission City and were discovered by an R.C.M.P. officer in the morning. Rather than face some repercussions, the family was escorted to a local cafe at which the officer arranged for them to be fed! His kindness has been forever remembered by Shiro, just a youth at the time. The family then rode the train to Colhurst, Alberta where they worked on the sugar beet farms.

In 1952, Shiro enlisted in the Canadian Army as a Surveyor and Locator, in the Royal Canadian Horse Artillery in Brandon, Manitoba.

Shiro returned to Port Coquitlam in 1972 — oh how it had changed! On September 10, 1987, he again visited his hometown and was in touch with City Hall.

The Ticehurst Family

In 1941, Oral and Myra Ticehurst purchased the 'Good Eats Cafe' on Dewdney Trunk Road. This family-operated business not only provided great meals, but became a popular meeting place! 'Pop', as he was fondly referred to, was also a banker at times. He often cashed cheques for those who frequented the cafe.

In 1945, the eldest son, Ross and son-in-law, Andrew Morgan, managed the business for several years. In 1947, Oral erected a new building near the C.P.R. station on Dewdney Trunk Road. The restaurant was called 'Pop's Cafe'. Mr. Ticehurst continued running the business until his untimely death in 1952 at the age of 56.

Myra, sons Graham, Colin, Ross and his wife, Sylvia, looked after the family business for about four years. Ross and Sylvia then took over the cafe which they ran until 1967.

Pop's Cafe is remembered well by many in the city. A certain nostalgia surrounds the name, the mention of which brings back fond memories for many.

The Urquhart and Millard Families

Mr. Millard came to Canada from the United States during the Klondike Gold Rush. He chose to settle in Port Coquitlam and to marry and raise their three daughters here.

The children attended both Central and James Park schools.

The youngest daughter, Dorothy married Robert Urquhart who worked at Essondale. He later worked at a Port Moody sawmill, where a tragic accident caused the loss of his arm.

Bob and Dorothy were caretakers of the Agricultural Hall from 1939 until 1963. Dorothy remembers arranging for church services in the morning and dances and socials

at night! The Aggie Hall was host to a wide variety of community events!

Bob and Dorothy also operated the local dog pound and were responsible for the collection of licence fees.

The Wilson Family

In 1917, Robert Wilson moved his family from New Westminster to Port Coquitlam. They settled in the Coquitlam River Delta area and started a dairy farm. In time, Mr. Wilson sold his property to the Colony Farm. Today, the original Wilson barn still stands!

Daughter, Margaret, attended Central School where her sister, Ann taught Grade Two. Margaret married and raised a family. Mrs. Ridge presently resides in Maple Ridge.

The John Wingrove Family

In 1909, John Wingrove and family settled along Langan Avenue. Mr. Wingrove worked for the city works department which, until World War II, technically employed just three men. Mr. Wingrove did,

however, supervise as many as 60 men during the Depression, when relief programmes were incorporated.

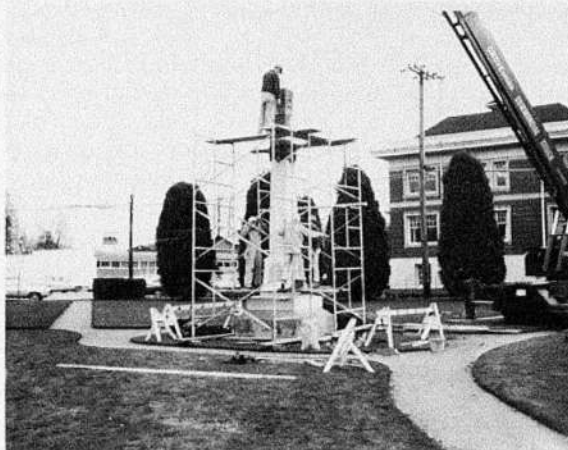
Mr. Wingrove purchased two lots in 1912 for \$1,200.00. Unfortunately, because of the harsh economic times during World War I, this property was lost because of back taxes unpaid. In 1929, however, Mr. Wingrove was able to purchase 4½ acres, which included these 2 lots, for the sum of \$160.00!

The Wingrove children, Jim and Lillian, (now Mrs. Morven Reid), have many memories of early Port Coquitlam. These include a glove factory, at which their aunt worked. Lillian still has an unfinished pair of gloves she worked on prior to the company's closing.

They also remember the 8-foot wooden sidewalks which lined the city streets and an electrical neon sign advertising a realty, which stood at Kingsway Avenue and Broadway Street. This sign, erected in 1912, was rumored to have been one of the first in Canada!

In 1938, Lillian married Morven Reid who had come to Port Coquitlam from Glasgow, Scotland. Morven worked at Colony Farm and Lillian taught school. They are presently living on Pitt River. Jim lives next door.

FLASHBACKS



Moving and re-installing the cenotaph at City Hall Park, November 7, 1968. Courtesy City of Port Coquitlam.



Mayor George Laking and Premier Bill Bennett entering City Hall for the Terry Fox investiture of the Order of Canada medal. Courtesy City of Port Coquitlam.



Production room, Rogers Cable 10, Kingsway Avenue, 1987. Courtesy Rogers Cable TV.



Central School's 70th Reunion Committee: E. W. Mabbett, A. Southern, B. Mabbett, C. Beddis, A. Smyth, D. Leigh, F. McNiven, E. Petrie, R. Phillips, A. Johnson, L. Orr, N. Warren, P. Forbes, S. Friesen, P. Mabbett, G. MacDonald.



During the 1970's the city designated many park areas such as the Sun Valley Park above. Courtesy Port Coquitlam Recreation Department.



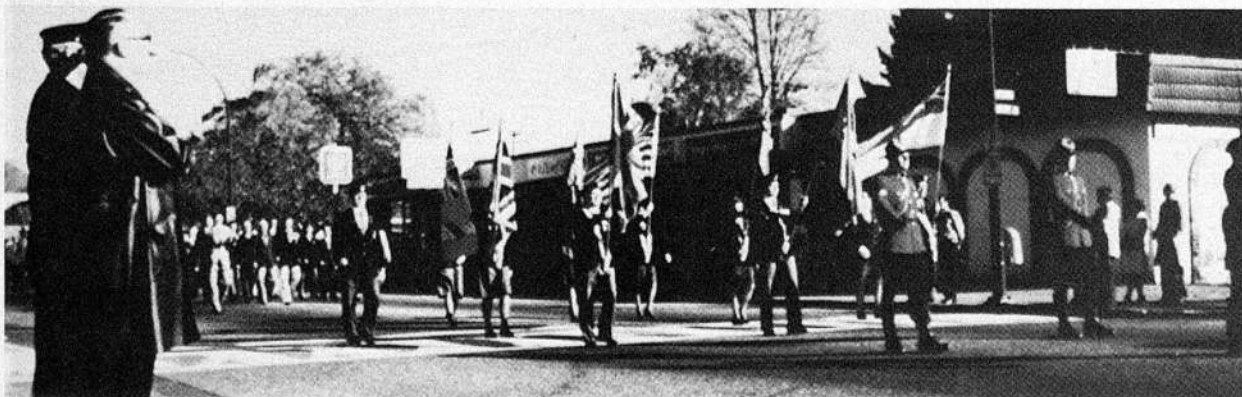
Shaughnessy Street Merchants, 1986: W. Noort, Coquitlam Florists; J. Leslie, Hair Affair; C. Walker, Sandwich Tyme; R. Talbot, J. K. Cooper; D. Jantzen, Danny's Meats; B. Penner, D. Howie and G. Henry of Courts Sports. Courtesy Port Coquitlam Recreation Department.



Elks Hall 1987. Courtesy City of Port Coquitlam.



Harbour View Estates, another indication of the city's expansion throughout the 1970's and 1980's. Courtesy Myra Lavailliere.



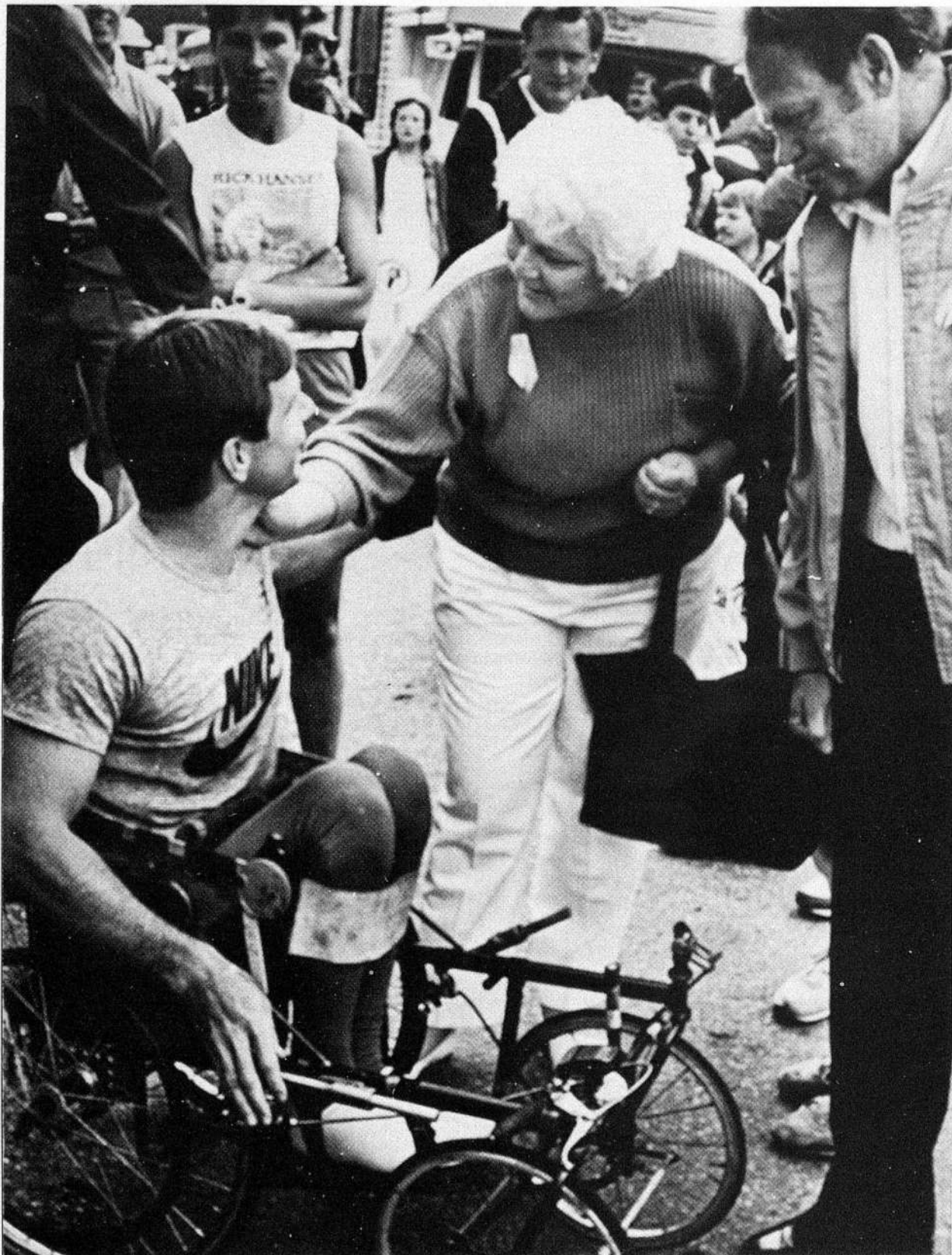
Remembrance Day Parade, 1978, looking east, corner of Shaughnessy Street and Leigh Square. Photograph Elaine Cramer.



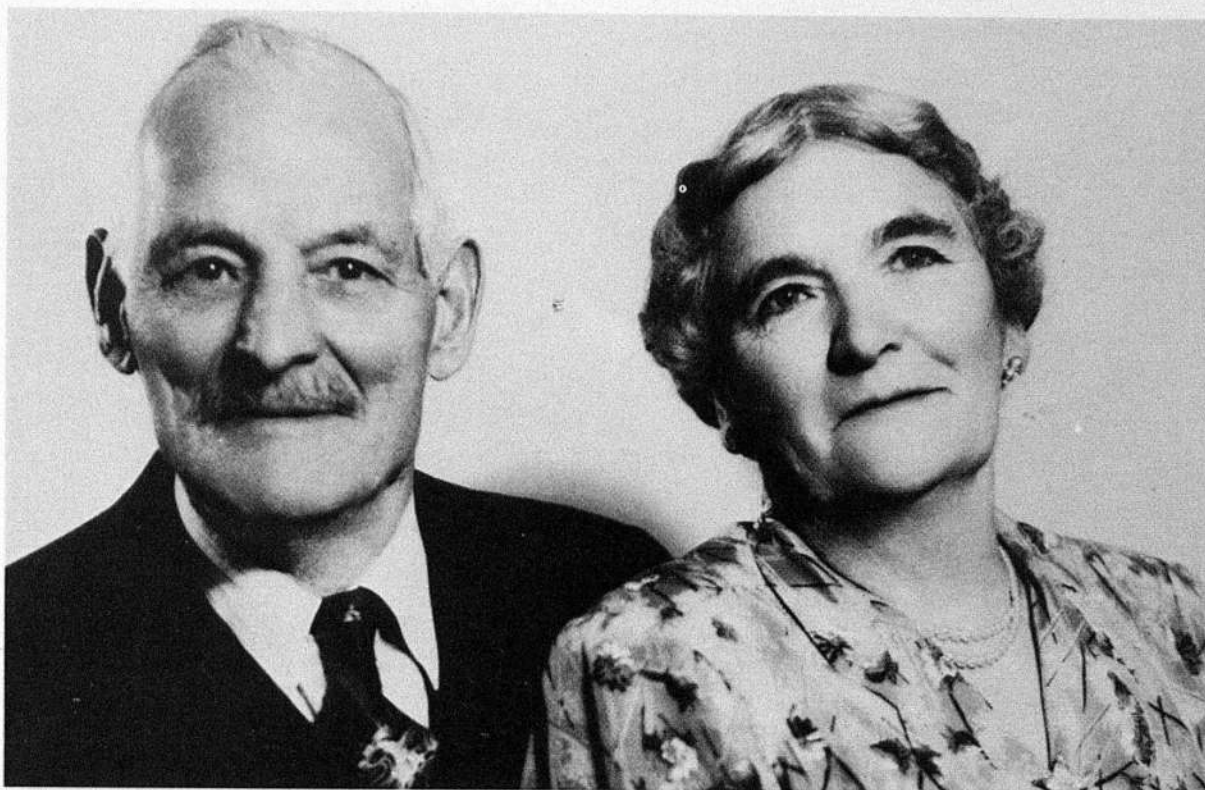
Port Coquitlam's 75th Anniversary Committee, 1987. Back row, left to right: W. Hyde, C. Bowen, A. Leonard, A. Edwardson, M. Gates. Front row, left to right: G. Laking, J. Traboulay, S. Armilotta, R. Layne. Photograph Arthur Edwardson.



View of Pitt River tugboat activity. Photograph Elaine Cramer.



The "Man in Motion Tour", 1987. Rick Hansen receives words of support and encouragement from Rolly and Betty Fox. Photograph Craig Hodge, Tri-City News.



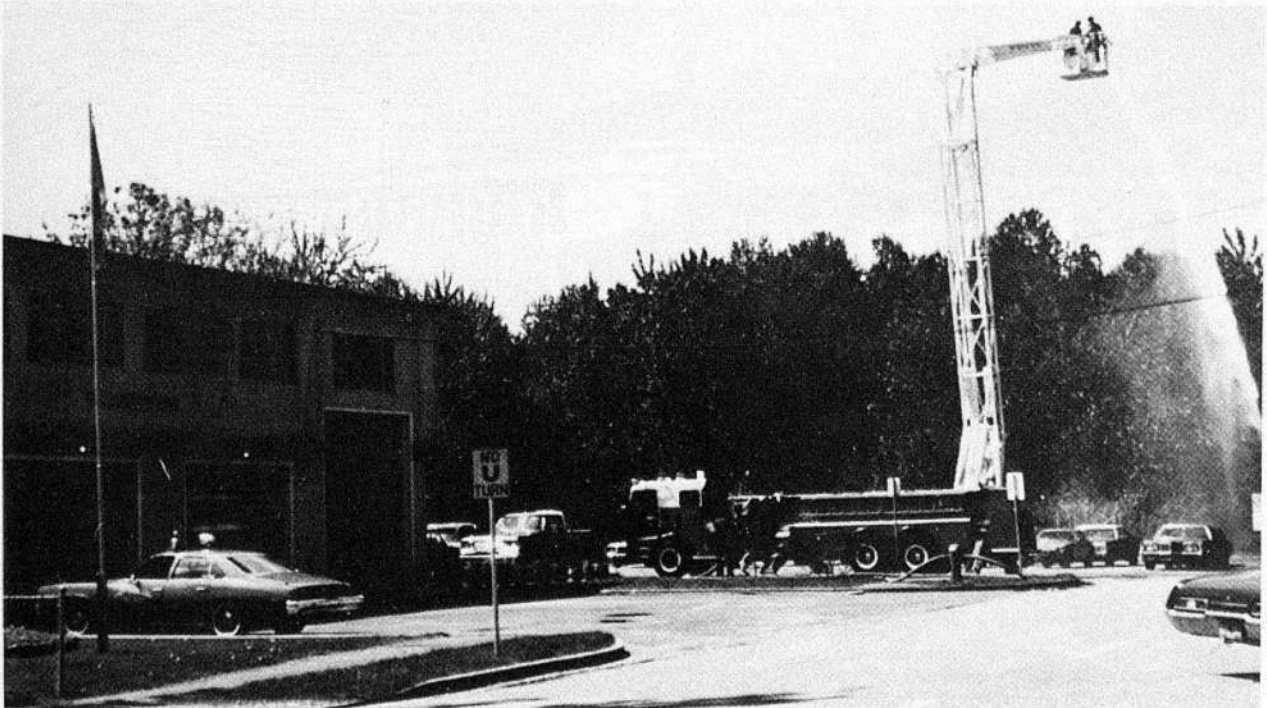
Wilfred and Elizabeth David (nee Mars), both came to Port Coquitlam as children in 1896. In 1986, the family celebrated their 90th anniversary of their arrival in the city. Courtesy Robert and Bessie McLaren (nee David).



Wilson Centre opening, 1987. Dick and Betty Ball, two of the original members of Port Coquitlam's Silver Chords Choir. Behind is Nick Stevenson, 96 years of age, husband of Doris Stevenson, the choir's pianist. Courtesy City of Port Coquitlam.



Mayor Len Traboulay, Rolly and Betty Fox at the sod-turning ceremony for the Terry Fox Library. Courtesy City of Port Coquitlam, Photograph Elaine Cramer.



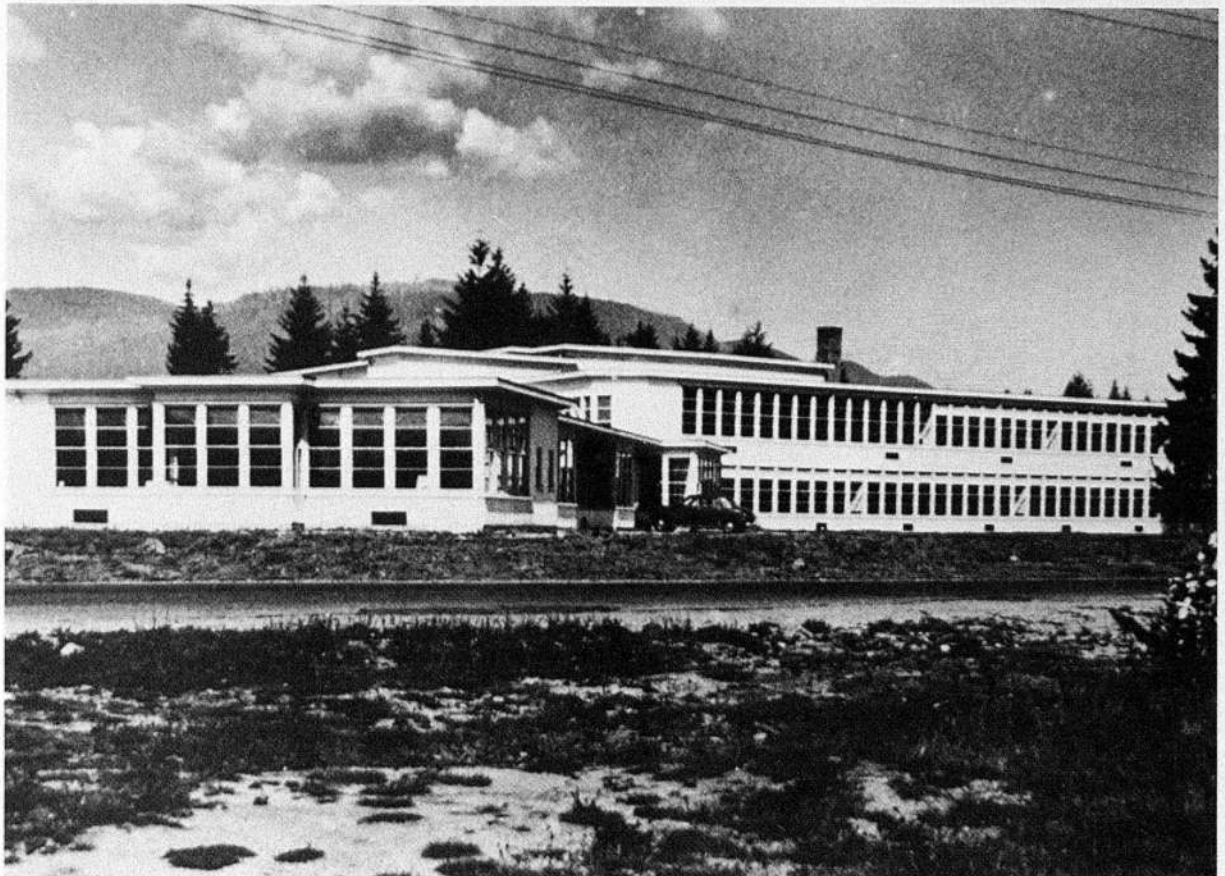
Port Coquitlam's aerial firetruck, 1984. Courtesy City of Port Coquitlam.



Kilmer Elementary School 'A' Soccer Team, January 10, 1971. This school was named in honour of Miss Jane Kilmer, and her many contributions to the community. Photograph B. J. Van Eldik.



Mary Hill Junior Secondary students displaying awards, June 16, 1971. Photograph B. J. Van Eldik.



Viscount Alexander Elementary School, Prairie Avenue and Flint Street, opened in 1951, named in honour of Canada's Governor-General. Courtesy George Laking.



George Pearkes Junior Secondary School Queen Contest, March 24, 1972. On February 20, 1970, this school on the city's northside, was opened to accommodate the growing population. Photograph B. J. Van Eldik.



Central Elementary School concert, May 25, 1972. Photograph B. J. Van Eldik.



Cedar Drive Elementary School 'Family Fun Night.' Photograph B. J. Van Eldik.



First graders, Lincoln Elementary School, January 16, 1975. The city's population grew so rapidly that students were housed in portables at Cedar Drive Elementary until Lincoln School was completed! Opening ceremonies were held on March 14, 1975. Photograph B. J. Van Eldik.



Glen Elementary School 'B' Soccer Team, January 10, 1971. Since its opening in 1914, this school, located near the city's northwestern boundary, has produced many hardy teams and has enjoyed a rich history. Highlights were recapped in their reunion booklet published for their 70th anniversary reunion in 1984. Photograph B. J. Van Eldik.



Official opening of Birchland Elementary School, February 7, 1973. Located on Fraser Avenue, this school provides kindergarten through grade 4 classes. Photograph B. J. Van Eldik.



Hastings Junior Secondary School, opened on March 15, 1977. Courtesy of Hastings Junior Secondary School.



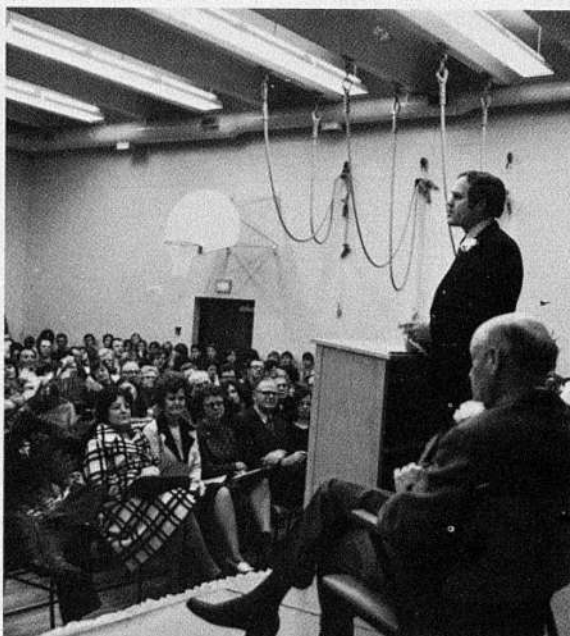
Port Coquitlam Bowladrome's 'Perfect Bowling Award' presentation, October 27, 1970. In the 1950's the Froland and Beattie families brought bowling to Port Coquitlam. Delan Madaski carries on the tradition. Photograph B. J. Van Eldik.



Port Coquitlam's Job's Daughters' donation to the 'Empty Stocking Fund,' being presented to Fire Chief Bill Wingrove, November 6, 1974. Photograph B. J. Van Eldik.



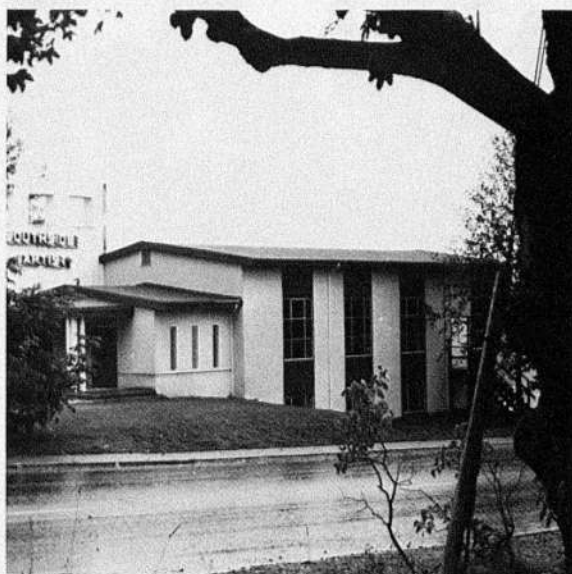
Irvine Elementary School awards presentation, June 24, 1971. This school was named in honour of Robert Dunstan Irvine, Principal of the city's first school, 1890's, and his daughter, Ada Irvine, who taught at Central School for many years. Photograph B. J. Van Eldik.



Official opening ceremony of Westwood Elementary School, February 10, 1972. Photograph B. J. Van Eldik.



Mary Hill Elementary School Christmas Concert, December 21, 1970. The 1957 residential development of Mary Hill brought many families to the area. Mary Hill Elementary and Secondary Schools were built to accommodate the growing population. Photograph B. J. Van Eldik.



Southside Baptist Church, 1971. Located on Mary Hill Road and Pitt River Road, Southside Baptist has been serving its membership since its dedication on August 3, 1958. Photograph B. J. Van Eldik.



Hope Lutheran Church, May 27, 1973. This original church was dedicated in 1956. Today, the congregation meets at their new facility, built in 1981. Photograph B. J. Van Eldik.



Mayor George Laking and M.P. Gerry St. Germain welcome Joe Clark to the city during his federal election campaign, February 18, 1979. Photograph Elaine Cramer.



Colin Morris, Port Coquitlam Engineering Technician, active in the city's 'Curbside Collection Programme,' 1980's. Courtesy City of Port Coquitlam.



The first "Participark" in Canada, built by local Kinsmen in association with Participation and with assistance of the city and Sun-Life Canada, 1970's. Opening ceremonies of the Robert Hope Park site were officiated at by Premier W. A. C. Bennett. (Note Mary Hill Elementary School in background). Courtesy City of Port Coquitlam.



Harold and Mary Routley, celebrating their 50th wedding anniversary, April 15, 1971. Photograph B. J. Van Eldik.



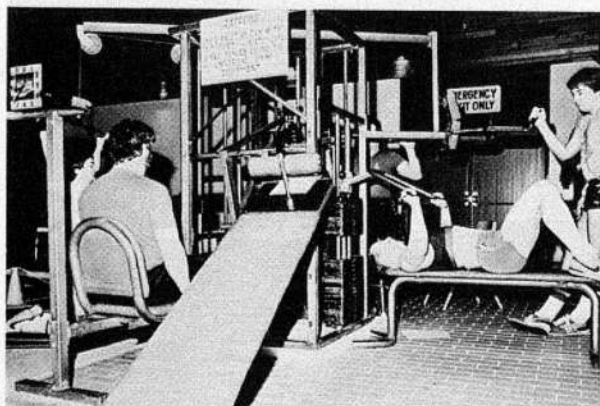
Harold Routley's idea behind the "Poco Trail" was to provide a scenic nature walk that would encompass the city. In 1970, the Trail Blazer's Committee was formed to oversee the project that helped preserve the natural landscape of the area. Courtesy City of Port Coquitlam.



Official opening of the Wilson Centre, 1987. Left to right: G. Laking, J. Keryluk, Mrs. Grant, M. Farnworth, B. Stewart, L. Traboulay, G. St. Germain, M.P. M. Gates, J. Blowers, M. Rose, M.L.A. M. Wright.



The annual Kinsmen 'Sports Day Carnival' July 1, 1973. Photograph B. J. Van Eldik.



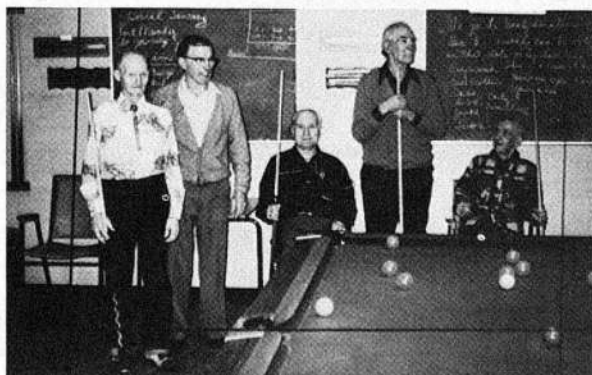
Hyde Creek Centre, on the city's northside, offers a variety of recreational options. Courtesy City of Port Coquitlam.



The northside offers a variety of shops and services, including the Buy-Rite Market. Friendly staff above photographed December 24, 1973. Courtesy B. J. Van Eldik.



Canadian Parents for French sponsor many activities. Courtesy Canadian Parents for French.



Local seniors enjoying a game of billiards at Port Coquitlam's Wilson Centre. Courtesy Port Coquitlam Recreation Department.



Port Central School's 70th Anniversary Reunion was attended by many former students as well as teachers, shown above. Courtesy Judy Watkins, Central School Library.



Mayor Len Traboulay and Archie Johnson, Wilson Centre opening, 1987. Courtesy Port Coquitlam Recreation Department.



Port Coquitlam High School, now known as Terry Fox Senior Secondary, sponsored this 'Reach for the Top' team in 1975. Photograph B. J. Van Eldik.



'Red Bridge Collapse', October 26, 1982. A total of five cars were left stranded when an out-of-control vehicle hit one of the main supports of this Pitt River Road crossing of the Coquitlam River. Photograph Colin Morris.



Jack Campbell in front of Hawthorne Lodge Senior Citizen's Home, October 21, 1973. Photograph B. J. Van Eldik.



Port Coquitlam Legion President, Tom Webster, making presentation to Terry Fox Library, 1986. Courtesy Port Coquitlam Legion.



Poco Place Shopping Centre, developed under the Eastgate Study, provides Port Coquitlam's growing population with a variety of shops and services, including the Bank of British Columbia, under construction, above. The scissors which cut the ribbon at the official opening ceremonies September 3, 1981 were mounted and presented to then-Mayor George Laking. Courtesy City of Port Coquitlam.



Local supporters of the Lions Blood Donor Clinic receiving certificates for their outstanding donations of the 'Gift of Life.' Courtesy Dr. R. Heffelfinger, Port Coquitlam Lion's Club.



Carnoustie Golf and Racquet Club was honoured by a visit from Prime Minister Brian Mulroney in 1987. Courtesy Carnoustie Golf and Racquet Club.



Poco Valley Golf and Country Club, forerunner of Carnoustie, opened in 1974 as "B.C.'s newest 18 hole golf course." Sadly, in 1977, the distinguished facility was razed by fire. Courtesy Port Coquitlam Fire Department.



In its early years, the Golden Ears Hotel on Shaughnessy Street was complete with 'Wurlitzer' and selection modules at every booth. The local legion, the Commercial Hotel and the Wild Duck Inn also offered jukebox entertainment — a dime a song or 3 for a quarter! But then, those were the days when a bottle of Coke sold for ten cents and a large order of fries went for twenty-five cents. Photograph B. J. Van Eldik.

SPECIAL THANKS

To Gerry St. Germain, Member of Parliament, for his assistance in obtaining from the Federal Government, financial assistance for this book and for multi-cultural and other events that are to take place during our 75th Anniversary Year.

Also a special thanks to the following for their financial assistance to our 75th Anniversary:

Indalex Corporation
Garton and Harris
Royal Bank of Canada

Thank you to the following residents and former residents who were interviewed for this book:

Don Bitcon	Shirley and John Martin
Jim Boileau	Lillian Merrick
Adeline Boud	Rosina Morrill-McLachlan
Robert and Joan Brooks	Harry Mounce
Jack Campbell	Gladys Noort
Art Castle	Lona Orr
Norman Clare	Annie Osborne
Ron Crawford	Morven and Lillian Reid
Jim David	Lloyd and Audrey Ricalton
Ed Davies	Margaret Ridge
Andy and Eleanor Erskine	Jim Robbins
Nel and Eve Forrest	Harold and Mary Routley
Kathleen Grootendorst	Glen Rowland
John W. Henderson	Bruce Scott
Bob and Jean Jackson	Alyce Shearer
Margaret Jackson	Florence Sinclair
Clara (Babe) Jacobs	Albert and Maida Smyth
Evelyn Jo	Nick and Doris Stevenson
Archie Johnson	Shiro Suyehiro
George Laking	Bob and Dorothy Urquhart
Myra Lavailliere	Norma Warren
Gordon Lee	John Watkins
Bessie McLaren	Bea Wilson
Jen McMitchell	Bill Wingrove
Gertrude McNair	Jim Wingrove
Eric W. Mabbett	Frank Zappia
Doug Madden	

Thank you to the following individuals and organizations for photographs, information and assistance:

Brian Antonson
Anna Arthur
Ruth Ayling
British Columbia Farm Machinery and Agriculture Museum
B.C. Provincial Archives
B.C. Provincial Museum
Barry Jones, B.C. Provincial Police Auxiliary
B.C. Sports Hall of Fame
Jane Strang, Birchland Elementary School
Doug Falkins, Regional Director, Boy Scouts of Canada

J.A. Shields, C.P. Rail
Canadian Lacrosse Hall of Fame
Debbie Tibbles, Chamber of Commerce
Cloverdale Heritage Transportation Museum
Cliff Cousins
Elaine Cramer
Beth Cressey
Rocky Layne, De Wolfe Masonic Lodge #78
Ross Dunbar
Arthur Edwardson
Environment Canada
Bob Bowyer and Al Wright, Esco
Stephanie Friesen
John Galer
David Buchan, Genstar Development Co.
Neola Napper, Burke Mountain Division Commissioner, Girl Guides of Canada
Mrs. Hartley, Glen Elementary School
Lawrence Hauta
Mrs. Plowman, Hazel Trembath Elementary School
Leo Hoens
Gladys Hyacinthe
Martha Markwark, Hope Lutheran Church
Indian and Northern Affairs Canada
Brian and Jo-ann Slater, Innervision Photographic
Sylvia Coleman, Irvine Elementary School
Irving House
Irene Nicholson, James Park Elementary School and Grace Gospel Tabernacle
Brian Kelly
Mary Kennedy
Cyrille Barnabe, Kinsmen Club of Port Coquitlam
Dennis Kristos
Lyle and Evelyn LeGrove
Louise Levis
G.W. Turner, Lincoln Elementary School
Bill McLaren
Maple Ridge Museum
Don Pierson, Geographical Names, Ministry of the Environment, B.C.
New Westminster Public Library
New Westminster Regimental Museum
NOW Newspaper
Jo Making, Our Lady of the Assumption Catholic Church
Pearl Pekrul
Paul George and Brian Madaski, Port Coquitlam Bowladrome
W.J. Alton and George Laking, Port Coquitlam Elks Club
Port Coquitlam Fire Department
Dr. R. Heffelfinger, Port Coquitlam Lion's Club
Port Moody Station Museum

Les Reid
David Davies, R.N. R.P.N., Riverview Hospital
Rogers Cable, Port Coquitlam
Royal Canadian Legion, Branch #133, Port Coquitlam
S.W. Horrall, Royal Canadian Mounted Police Historian
Royal Canadian Mounted Police, Port Coquitlam Detachment
Father A.R. Edwards, St. Catherine's Anglican church
Southside Baptist Church
Dave Stewart
Gordon Stidolph
Ada Con, Wendy Kesselring and Lois Milne, Terry Fox Library
The Tri-City News

Reverend W. Carson, Trinity United Church
U.B.C. Museum of Anthropology
Vancouver Centennial Police Museum
Vancouver City Archives
Vancouver Public Library, Northwest Room and Historic Photographs
B.J. Van Eldik
Norm Frieberg, Victory Baptist Church
Norma Warren
Judy Watkins
Brian Wingrove

We would also like to thank everyone else who helped with this project, including our contacts at Port Coquitlam and Coquitlam schools, churches, clubs, etc.

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Pitt River C.P.R. bridge, Port Coquitlam, B.C., October, 1978. Photograph

